

CA2 ALID 33
1973A41

ALBERTA LEGISLATURE LIBRARY



3 3398 00475 4502

Alberta Government Library
Commerce Place
5th Floor, 10155 - 102 Street
Edmonton, Alberta T5J 4L6

ECONOMIC DEVELOPMENT
LIBRARY

ALBERTA AIRPORT
DEVELOPMENT
PROGRAM

1974 - 1975

Prepared and Compiled by:

TRANSPORT RESEARCH AND
DEVELOPMENT DIVISION

DEPARTMENT OF
INDUSTRY AND COMMERCE

Hon. F. H. Peacock
Minister

Digitized by the Internet Archive
in 2026 with funding from
Legislative Assembly of Alberta - Alberta Legislature Library

DEPARTMENT OF INDUSTRY & COMMERCE

J. W. Telford
Assistant Deputy Minister (Acting)
Transport Research and Development

Hon. F. H. Peacock
416 Legislative Building
Edmonton, Alberta

October 10, 1973

RE: IRVING BUDGET
AIRPORT DEVELOPMENT PROGRAM

As requested attached please find the above.

J. W. Telford
Assistant Deputy Minister (Acting)

JWT/aed

cc: Mr. Dave McLachlan
Mr. Bill Piccard

bcc: Mr. Tom Watt

INTERIM BUDGET

AIRPORT DEVELOPMENT PROGRAM

Interim funds expenditure approvals required for program implementation to end of fiscal year are as follows:

1. Air Facility Capital Grants

Dayton Valley (runway paving)	\$ 35,000
High Prairie (land acquisition)	\$ 15,000
Tabor (airport lighting)	\$ 6,000
Drumheller (airport lighting)	\$ 3,000

Wabeskiwin)	
Olds)	presently undefined due to
Vermillion)	research being completed
	\$ 69,000

TOTAL \$ 130,000

2. Loans \$ 50,000

3. Program Administration

Salaries for 5 persons (\$5,300 per month for 4 months)	\$ 21,200
Other Expenses including travel, stationary, forms, etc.	\$ 6,300
Office furniture	\$ 2,500
Consulting fees	\$ 20,000

TOTAL \$ 50,000

TOTAL INTERIM FUNDS REQUIRED - - - - - \$ 250,000



NOV 29 1973

MEMORANDUM

FROM: R. H. Blake
Regional Services Branch
PEACE RIVER, Alberta

OUR FILE NO.:

YOUR FILE NO.:

TO: K. H. G. Broadfoot
Executive Director

DATE: November 28, 1973

CONFIDENTIAL

Re: Airport Program

Further to my memorandum dated September 13, 1973, ref. the Airport Program - airstrip detailed recommendations.

Attached please find recommendations for the Northern Airstrip Development Program, the Community Airport Development Program, and the Industrial Airport Development Program.

Northern Airstrip Development Program

The communities identified for the Northern Airstrip Development Program were selected in order of population as a basis for need. I have not visited these communities to determine actual on-site conditions, however, based on discussions with other Government people who have travelled the area, the suggested improvements should result in the objectives for the Program.

Community Airport Development Program

The selection of towns for the Community Airport Development Program was made on the basis of need as well as consideration of the population. High Prairie, for example, has a definite need for a new airport, not only to service the Town, but also to play a role in the Community's future development. Fairview has recently had its runway paved, however, it would be desirable to further improve this facility, keeping in mind the development potential of the iron ore deposits 35 miles to the North. The Towns of Manning, McLennan and Fort Vermilion were all recommended for this Program to upgrade the airport

cont'd.....

Digitized by the Internet Archive
in 2026 with funding from
University of Alberta Library

facilities, both for the Communities' benefit and to provide airfield services in the event of medical emergencies.

I have added the Town of Rainbow Lake to this list because the local community airfield requires considerable improvement. PWA provides a scheduled service to this Community, primarily in support of the oil and gas plant operations. During the past year, there have been a number of occasions when PWA were unable to use the airfield because the runway was unsafe. Therefore, some consideration should be given to the runway located in Rainbow Lake and the benefits to that Community.

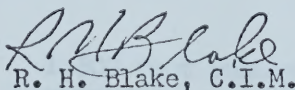
Industrial Airport Development Program

Industrial airport development within the new boundaries of the Peace River Region can centre on two Communities, the Towns of Peace River and High Level.

In my mind, the improvement and upgrading of the Peace River airport to industrial status should be considered a high priority requirement. Such action can be justified by programmed development for the Peace River oil sands and the proposed development for the Clear Hills iron ore deposits. At the same time, it should be kept in mind that there will be requirements generated by the Town's normal growth.

It is my belief that the Town of High Level will become a major Forest Industry centre. An industrial airport in this location should result in long-term benefits for this Community in the way of capital investment for expansion and/or new plants.

I trust that the above comments plus the attachments will enable you to go forward with realistic recommendations for the Airport Program in Northern Alberta.


R. H. Blake, C.I.M.

Regional Economic Development
Representative

Encs.

c.c. J. E. Wright

NORTHERN AIRSTRIIP DEVELOPMENT PROGRAM

Upgrade per Northern Airstrip Development Program Strategy 2.1 which reads:

To provide key potential regional centres with airports capable of handling scheduled passenger and freight aircraft on a 24 hour basis during all seasons.

Facilities provided would include:

2.12 graded, gravel runway

2.13 beacon and runway lights

2.14 radio equipment

2.15 terminal building with weather facilities
(small steel prefab building)

2.16 warehouse facilities

2.17 snowplowing, dragging and fire fighting equipment

The following communities have no road:

633 Fox Lake (416) Present Owner - D.O.L.F.	3,000 foot runway that requires upgrading
634 Cadotte Lake (192) Present Owner - D.O.L.F.	3,000 foot runway that requires upgrading
505 Little Buffalo Lake (165) Present Owner - Henry Enns	1,500 foot runway that requires upgrading
596 Chipewayan Lake (113) Present Owner - D.O.L.F.	2,700 foot runway that requires upgrading

cont'd.....

Northern Airstrip Development Program (cont'd.)

The following communities have a truck trail:

800 Garden River (134)	Privately owned - may require
Present Owner -	public control and upgrading
Bensen's Sawmill	
553 Jean D'Or (130)	2,500 foot runway that requires
Present Owner -	upgrading
D. of I. A.	

The following community has a dry weather road:

521 Graham Lake (134)	2,500 foot runway that requires
Present Owner -	upgrading
D.O.L.F.	

Community Airport Development Program

The following Communities are recommended for the Community Airport Development Program:

High Prairie (2698)

Construction of a new airport on a more suitable site. Town has approached MOT for approval of a site located approximately four miles West of the Town. MOT have instructed the Town to clear 70 acres to enable MOT to develop costs for project. No funds available this year through MOT.

Planning for a 3,000 foot runway with capacity for expansion.

Present airport only serviceable in dry weather or winter conditions. Town has been given DREE funds of approximately \$18,000 to carry out interim improvements.

Bayview Air Services Ltd. provides a scheduled service to Peace River and Edmonton daily when runway serviceable.

Fairview (2359)

Has a 3,000 foot newly paved runway, however, requires further upgrading to meet the suggested Community Airport specifications.

Airport will serve useful role as the nearest paved field to the Clear Hills iron ore deposits.

No scheduled carriers in to Fairview. Peace River is the nearest major airport.

Manning (1204)

A major upgrading program would be required to meet the suggested Community Airport specifications.

There is no scheduled service into Manning at present.

cont'd.....

Community Airport Development Program (cont'd.)

McLennan (1090)

The airport can be extended in a South-easterly direction from the present 2,700 feet. It will require a major program to upgrade to the suggested Community Airport specifications.

It is used on a random basis for medical emergencies.

Falher is 12 miles West and has a 3,000 foot runway on the West edge of Town. It has approach obstructions (Town) on East to West landing.

McLennan could serve Falher, Girouxville and Donnelly, as it now provides hospital services for the area.

Fort Vermilion (740)

Twice a year during freeze-up and break-up Fort Vermilion is accessible only by air. The airplane has played a significant role in Fort Vermilion's history and should continue to do so.

The suggested Community Airport Program will necessitate an extensive upgrading.

Fort Vermilion is serviced by Peace Air Ltd. charter aircraft.

Rainbow Lake (580)

Community has a scheduled carrier service, PWA. However, during break-up and wet season large aircraft cannot use runway.

Upgrading will be required.

Industrial Airport Development Program

There are three key Town locations in the Peace River Region, but only two that will immediately qualify for Industrial Airport Status.

1. Peace River -

Peace River airport is ideally located to service the industrial requirements for the oil sand developments, the iron ore development in the Clear Hills, local industrial needs in both Peace River and Grimshaw. It is also located two miles East of the Great Slave Lake Railway Terminus at Roma Junction.

It would require runway improvements and a new Terminal Building plus more modern communications systems.

The Town and area is presently serviced by two scheduled carriers: PWA and Bayview Air Services Ltd.

2. High Level - (Footner Lake Airport)

High Level will be a dominant growth centre in Northwestern Alberta with its geographic location on the Mackenzie Highway. It is expanding and will continue to expand its role of supplying goods and services to the surrounding area.

Industrially it has much potential as a major Forest Industry centre. An industrial airport would be a valuable asset in developing this Northern region.

High Level is now serviced by one scheduled carrier, PWA.

The Footner Lake airport seven miles North of the Town offers an excellent location and a good gravel runway with lights. Improvement costs should be reasonable.

3. Slave Lake -

Already has the status under a joint Provincial/DREE program.

RED DEER INDUSTRIAL AIRPORT

Present Facilities

2 3,500 ft. paved runways running north and south.

2 3,500 ft. paved runways running west and east.

North - south runway floodlit on 24 hour basis.

Ministry of Transport control tower at airport provides partial control.

Fuel is available in two grades, 80/87 and 100/130 octane.

Emergency repairs available.

Snow removal equipment available and there is a full-time airport manager.

Requirements

Runways should be extended to 7,000 ft. This would provide capability for medium sized jets, also convairs, electras, and water bombers. However, runways would need to be strengthened in load bearing capacity for this additional weight.

Would like full Ministry of Transport guidance and control for plane movements.

Rough estimate of the above requirements would be \$1,000,000, of which the Ministry of Transport might assume \$250,000.

Increased Potential

This airport is serving the Province of Alberta through in depth hail studies now under way and it is felt that they could do more by providing terminals for aircraft serving the north, also Department of Lands and Forests fire control.

It is felt that with the advent of the supersonic jet liners and the projection that the Edmonton and Calgary airports will reach their saturation point by the year 1980, it would seem that the Red Deer Industrial Airport could become a viable alternate for these large aircraft.

Pacific Western Air Lines have increased their routes considerably and it would appear that a logical route would be from Vancouver to Saskatoon or Regina. Should this be the case, Red Deer International Airport would be a major stop-over and non-competitive with Air Canada and Canadian Pacific Air Lines.

If Time Air schedule is improved, customer traffic could increase by 50%. However, Time Air is not a true provincial carrier as yet and the rates reflect former air line agreements, not present costs. For example, the

trip, Lethbridge to Calgary, is much less than Red Deer to Calgary. This is considered to be a distinct disadvantage by the City of Red Deer, and discrimination.

It was suggested that the Provincial Government may not be aware that the Red Deer Industrial Airport is subsidized by the City of Red Deer at a rate of 2 mills per year which the City does not recover through property tax because the airport is located outside municipal boundaries. The City feels that it has taken a broad minded regional approach and is therefore upset when the government sets constraints on municipal financing and does not recognize the assistance the City of Red Deer is giving to the surrounding area.

PROPOSED AIRPORT DEVELOPMENT POLICY

for ALBERTA

and other

RELATED INFORMATION

Prepared by:

Transport Research & Development
Division
Department of Industry and Commerce

INTRODUCTION

The purpose of any transportation system is to provide inter-accessibility between places which have economic and/or social ties. A transportation system is formed to satisfy a need for the type of accessibility which it can provide. Each mode has advantages and disadvantages with respect to others. Each mode tends to become obsolete when its disadvantages with respect to the others out-weigh its advantages, and conversely each tends to predominate when its advantages out-weigh its disadvantages. The impetus to this program of airstrip and airport development has been the recognition of a need for a system of "highways in the sky" to provide both accessibility and flexibility which is not satisfied by other transportation systems.

BENEFITS RESULTING FROM AN AIRPORT

Many experts feel the general aviation industry, which comprises virtually every type of craft that flies except military aircraft and scheduled airlines, will be one of Canada's greatest growth industries during this and the next decade.

Only those communities that are prepared with adequate airport facilities will participate in this growth industry. Those that cannot provide general aviation with landing facilities will be left out.

Airports are for everybody - even for those who don't fly. They bring business to the community, they help local people do business more easily with people in other communities. If there is no commercial airline service, they provide a direct connection to the nation's air transportation system by means of "air taxi" or private planes. They link a community - any community - with the jet age. They are the facilities where anyone can learn to fly and, sooner or later, many people in any community will want to learn to fly.

Airports benefit everybody. They help attract industry to give a community larger payrolls and a broader tax base. Transient businessmen and tourists add more dollars to the local economy.

A local airport is fast becoming the principal access route from a community to the nation's transportation system. Communities large and small are realizing that to be without air services today is as detrimental to their development as being by-passed by the railroads a century ago, or left off the highway map 20 years ago.

Communities that are not readily accessible to the airways may suffer economic penalties that can affect every local citizen - whether he flies his own airplane, uses public transportation, or never has occasion to fly.

As scheduled airline service to the nation's cities decreases because of airlines shifting to larger and faster aircraft for major hub service, the role of the general aviation airport in providing air access becomes correspondingly greater. By having access to all the nation's airports, general aviation aircraft can bring the benefits and values of air transportation to the entire province.

As previously mentioned, airports benefit everyone because they create new industry and new jobs, new money, and a broader tax base.

Cities and towns that 30 years ago decided they did not need airports have learned that this type of thinking jeopardizes community progress. The new jobs generated by the airport also result in increased economic prosperity for the rest of the community. Existing industry benefits because an airport facilitates communications with customers, supplies, and technical sources to improve operation and even expand manufacturing output.

Retail establishments, banks and services enjoy increased business from a larger population and more personal income.

The airport also generates revenue from transient purchasers. Stopovers by air travelers - on business or pleasure - bring new money into the community. Motels, hotels, restaurants, fuel suppliers, gift shops, auto rental agencies, stores, and services of all types do more business which, in town, enables them to employ additional people and spend more with local suppliers.

Development of new basic industry as well as expansion of local service industries is accompanied by revenue increases from new real property taxes. Some extra costs are incurred by the revenue authority to supply utilities, protection and other government services for the businesses stimulated by the airport. However, studies indicate that light manufacturing, offices, and commercial activity require considerably less public expenditure than the property taxes they pay.

In summary, an airport is a way to get a community off the ground by giving it:

- a transportation link with every other airport in the province and country.
- a new tool to attract new industry.
- a new employment center.
- an additional source of tax revenue
- a way to increase local retail sales and general business activity.
- a recreational center and tourist activity.
- ambulance and health services to remote communities.
- encourages pilot training.

- a general convenience to the community.
- in the case of northern communities, quite often the only link with the rest of society.

MINISTRY OF TRANSPORT,
AIR SERVICES POLICY GOVERNING DEVELOPMENT
OPERATION AND MAINTENANCE OF PUBLIC AIRPORTS IN CANADA

Historical:

Duties and responsibilities assigned to the M.O.T. by the Aeronautics Act, and in certain cases by the Air Canada Act projected the Department's role in developing public airports or in contributing toward their development. Accordingly, M.O.T. has assumed responsibility for the construction and operation of airports required in support of regular air services established in the public interest. M.O.T. has also assumed responsibility for the construction and operation of satellite airports that are, in the interest of safety, required to relieve congestion at major airports. A large number of other public airports have been developed either by the Federal Government or by private interests and are being operated by, provincial, municipal or private authorities.

The introduction and expanded use of large turbine aircraft resulted in a considerable federal expenditure on new and improved runways, terminal buildings, aids to navigation and other services. In recognition of a further responsibility to promote the development of civil aviation in Canada and in addition to assuming direct responsibility for major airport construction after World War II, M.O.T. introduced a financial assistance policy aimed at co-operating with provinces, municipalities or other public bodies in the development of airports suitable for the smaller types of aircraft generally used by private owners for business or pleasure. This policy has been revised with the intention of providing more assistance and a view to furthering the development or improvement of smaller airports suitable for this segment of the aviation industry. As the use of relatively small aircraft in business continues to expand so must the availability

of suitable landing strips in order that the many benefits of air travel may be fully utilized.

M.O.T. is also concerned that there are many regions in both the provinces and the northern territories which are over varying periods of time inaccessible to modern forms of transport. Policy, therefore, provides for the construction of airports in such regions to provide essential communications with isolated populations. There is also some provincial responsibility with respect to these purposes in southern Canada.

Categories:

Civil airports in Canada have been categorized for identification and administrative purpose into eight classes, namely; "Mainline," "Auxiliary," "Satellite," "Local," "Development," "Remote," "Seaplane," "Heliport." M.O.T. assumes direct responsibility for the capital cost of field development on Mainline, Auxiliary and Satellite airports and is prepared to assist financially toward the development or improvement of Local airports. In addition, contributions may be provided in certain circumstances for the development of Remote airports. Seaplane facilities and Heliports are regarded as airports for the purposes of this policy and the extent to which the M.O.T. develops or assists with the development of such facilities is dependent upon the classification into which they fall, e.g. Mainline, Local or Remote.

NOTE: "Appendix A" - outlines in detail the policy applicable to each category of airport referred to and the method by which services and facilities required in support of civil aviation in Canada may be provided.

Planning:

M.O.T. through the Canadian Air Transportation Administration has recently undertaken a major National Program in Long Range Aviation Planning. The objective is to define and implement a National Airspace Plan and a National Airport Plan that will provide a framework for the orderly and timely development of the various elements of the National Air Transportation System. An integral element of these plans is the development of "Area Master Plans." Historically, aviation planning has tended to be on a relatively short-term basis and concentrated on individual airport development. While this has been a reasonable approach in the past, it will not satisfy the overall regional and national transportation planning requirements of the future. This is evident in Canada at some of our major complex regions where the pressures of urbanization and the demand for transportation have demonstrated inadequacy in some areas of transportation planning and development, e.g. (Calgary and Edmonton).

Regional Co-Operation:

In order to appreciate more of the benefits available through aviation services, Alberta's regional policies must avoid areas of duplication and compliment rather than compete with Federal Aviation Planning, Airport Development and Operational programmes. The co-operation and results of negotiations between the City of Calgary and M.O.T., also the City of Edmonton and M.O.T. are indications of the Ministry of Transport's willingness to work with governments and public bodies for the common goals of all concerned.

Alberta Air Facilities:

The latest inventory of Air Facilities lists a total of 505 - airports, aerodromes, landing strips, water bases and heliports in Alberta. The Aviation Council map locates an abundance of facilities in the settled and more densely populated areas whereas facilities in the remote areas are few and far between and predominantly owned and operated by the Department of Lands and Forests and Petroleum Companies.

Figures available from the inventory report relates:

- (1) 66 licensed facilities (7.7% of the total 505) qualify as airports, the balance classify as aerodromes and landing strips.
- (2) Hard surface runways - 23 (4.6%) 17 licensed.
- (3) Gravel surface runways - 44 (8.7%) 15 licensed.
- (4) Turf surface runways - 406 (80.4%) 28 licensed.
- (5) Water base - 26 (5.1%) 3 licensed.
- (6) Heliports - 6 (1.2%) 3 licensed.
- (7) Owner/Operators:

Private individuals - 238 (47%) 7 licensed.
Department of Lands and Forests (Alberta) - 129 (26%) 5 licensed.
Oil Companies - 42 (8%).
Cities, Towns, Municipalities - 34 (7%) 26 licensed.
Federal Government Departments - 20 (4%) 10 licensed.
Business Firms - 12 (2%) 5 licensed.
Farm/Ranch Companies - 10 (2%) 1 licensed.
Others - 20 (4%) 12 licensed.

A comprehensive investigation and analysis of the "Inventory Report" should reveal the present system's, strengths, weakness and shortcomings and provide a basis for reasonable assessment of present and future needs, fostering

policies which will enable the orderly growth and development of Air facilities and services throughout Alberta.

APPENDIX A

I. Responsibility for Airport Development and Operation

Categories:

Mainline

Served by a regular commercial air service (passengers and goods) on a continuous year-round basis on a frequency of at least 50 arrivals in areas without reliable surface transportation and at least 150 arrivals elsewhere, where such service has been in continuous operation for at least two years. M.O.T. encourages municipalities and other public bodies now operating airports in this category to continue operations and will provide financial assistance in the form of an airport operating subsidy. In addition financial assistance is provided for construction of air terminal and equipment buildings at municipally operated airports.

When an existing airport owned by municipal/public body is being improved for mainline purposes, the land title must be transferred to M.O.T. for a nominal sum. Municipality/public body must agree to operate the airport as a public facility in accordance with terms and conditions established in a lease from M.O.T. or if the municipality/public body finds it is financially unable to bear the cost of operation after seeking all sources of revenue, M.O.T. may assume direct responsibility for operations and cancel the lease.

Auxiliary

Auxiliary airport is one required to augment the national airport system in support of commercial air services in Canada. M.O.T. assumes responsibility for full development and operation of auxiliary airports in

the same manner as applicable to mainline airports, when required and proven in the interests of safety, taking into account distance between adjacent mainline or other suitable airports on a route segment frequently used by aircraft engaged in commercial air services and the volume of such flights.

Note: As the number of mainline and other airports expand, the requirement for auxiliary airports may decrease accordingly.

Satellite

Those required in the interests of safety to relieve congestion at mainline airports resulting from the intermingling of aircraft having widely divergent performance characteristics. M.O.T. assumes full responsibility for the development and operation of a satellite airport required to relieve congestion at a mainline airport and will establish at such an airport any service and facilities required in support of commercial air operations. M.O.T. will not provide or operate airports required to relieve congestion at local airports. Such requests would be considered within the local category.

Local

Primarily serve the interests of an area, or a single community not otherwise served by a regular commercial air service with the frequency prescribed for classification as a mainline airport. This type of airport is usually a base for or is frequently used by commercial air services engaged in flying training, charter or recreational flying and privately owned aircraft operated for pleasure or business. Characteristics of such airports may vary considerably from those having single turf or gravel landing strips suitable

only for small single engine aircraft to those having hard surface runways complete with airport lighting facilities, capable of accommodating modern multi-engine aircraft commonly used in charter or executive operations. Assistance towards construction of new airports or for improvement of existing airports in this category will be limited to cases where it can be shown, following economic and technical studies that an airport is feasible and warranted in the public interest.

There must be well established proof of genuine need and adequate use based on the following factors:

- (1) Volume of expected business.
- (2) Importance of that business to the community or region.
- (3) Suitability of existing ground transport arrangement for the particular interest involved.
- (4) General population factors, location and suitability of other airports in the area.
- (5) Type of aircraft involved.
- (6) General need of the community for air services.

Subject to a request being received for assistance from a province, municipality or other public body, M.O.T. may provide financial assistance not exceeding the actual cost of proposed construction excluding land costs providing no portion of such costs has been received from any other federal source. Expenditures incurred in airport development not required or approved by M.O.T. as part of the approved project, shall be fully borne by the applicant. Financial assistance may not be provided in respect of work performed prior to

an agreement being entered into between the Minister and the applicant.

Development

Prior to a project being considered the applicant is required to make a firm commitment by way of By-Law or Resolution that, subject to approval by M.O.T. to provide a contribution for the project it will:

- (1) Acquire any land deemed suitable and necessary by M.O.T. to develop the airport to the specifications agreed upon and to protect the approaches to the landing strip(s).
- (2) Enter into a firm agreement to assume full responsibility for operation and maintenance of the airport after completion.

All necessary land required for airport development shall be acquired by the applicant free of any significant encumbrance and shall be subject to a lien against title registered in favor of the Federal Crown to prevent the applicant from disposing of the land or any part thereof without the consent of the Minister. Land required for protection against obstructions to aircraft operation may be acquired in fee simple or an easement in perpetuity.

Airports in the local category owned by M.O.T. may be leased to public bodies in the localities they serve for operation and maintenance. In cases where major rehabilitation or expansion of such facilities is required to meet the needs of general aviation, M.O.T. may provide a contribution to the lessee. As with new airports the applicant shall acquire the site and where it is owned by the Federal Crown, will be sold to the applicant for an amount to be negotiated but not less than the amount which the Crown paid for the land in the first instance.

An airport constructed or improved under this cost sharing policy shall be operated and maintained as a public airport by the applicant in accordance with the terms of an agreement completed between M.O.T. and the applicant.

Remote

Remote aerodromes are those required to relieve isolation in communities or settlements not served by reliable methods of surface transportation on a year-round basis. In considering justification for federal support, the lack of ability to retain continuity of communication by other means of transportation during freeze-up winter or break-up seasons will be one of the main factors in determining isolation. Other government departments, provinces and agencies will be consulted for comments regarding the relative need for an aerodrome at the location in question and the degree of isolation applicable. M.O.T. will bear the cost of construction of airports in this category either directly or as a contribution to a local public body in the provinces or a province itself up to a maximum of \$100,000. Funds may also be provided to other Federal Departments or agencies up to similar amounts and the Departments or agencies will arrange for construction and operation. Where development costs are expected to exceed \$100,000 the project will only be approved for M.O.T. assistance if the applicant agrees to bear all cost in excess of this amount. The Department of Indian Affairs and Northern Development has a special responsibility for providing communications with remote and isolated communities in the northern territories and will

be given a degree of priority with respect to construction.

Roads

Construction and maintenance of access roads is the responsibility of local, county, provincial or other federal departments or agencies and is not a M.O.T. responsibility under this policy. Lack of roads or highways to communities for which remote aerodromes may be justified creates in many cases serious problems with respect to site location for the aerodrome. In requesting federal assistance, applicants should provide assurance that some agency is prepared to provide and maintain an adequate trail or road between the community and the aerodrome.

Note: A great number of communities in Canada are subject to some degree of isolation and many of these locations have such a small population that in themselves could not be expected to maintain a landing strip in a satisfactory condition during adverse weather conditions. Application of the policy will in part be based on the assumption that the larger community in any one general region of Canada will be given first consideration when sites are selected for remote aerodromes. Where a province or the Department of Indian Affairs and Northern Development is the grantee, or will provide additional assistance to the local interest beyond that sought from M.O.T., provincial or northern affairs views on actual location will be recognized.

Seaplane

Seaplane facilities refer to docks, floats or buoys provided to facilitate the safe mooring or docking of float equipped aircraft and

includes, where necessary, break waters and dredging of sheltered areas to provide an adequate basin in which to manoeuvre and moor aircraft. Where a suitable government wharf exists M.O.T. will provide funds for the provision of an appropriate seaplane facility by arrangement with the Department of Public Works, who are responsible under the Harbors and Piers Act for the construction of all Federal Government installations in navigable waters including tidal waters, where it can be shown, as a result of economic and technical studies, that a seaplane facility is warranted in support of commercial seaplane operations or for general aviation. In such cases, upon completion these facilities are transferred for administration and control to M.O.T. Where it can be shown that the provision of a facility by M.O.T. either directly or on a contribution basis would be justified, M.O.T. will in the first instance provide funds to the Department of Public Works for acquisition of the site and provision of necessary facilities, and in the second instance provide funds to the applicant in the same context as applicable under local airports. In certain cases, subject to agreements, powers of the Minister of Public Works may be transferred to the M.O.T. so the latter could arrange directly for the construction of certain seaplane facilities in the mainline, auxiliary and remote categories, when advisable. Facilities constructed directly with Federal funds will be maintained by the Federal Government, but where feasible a local public body, aviation interest or individual may be appointed to act as a wharfinger to provide a measure of control over it's use.

Heliport

An area of land or water licensed as an airport intended solely for use by helicopters. These are usually relatively inexpensive, of small size and predominantly of local or private interest. For the purpose of this policy and to establish the extent of M.O.T. participation, heliports are regarded as airports. Where a requirement for heliport can be established as a result of economic and technical study, financial assistance will be provided, or direct construction responsibility assumed in the same general context as applicable to the appropriate airport category.

II. Application of Policy

General

The application of basic standard for participation by M.O.T. in proposed airport development projects in all categories is necessary to insure the most efficient use of departmental funds and to assure that the most important items of the overall airport development programme will be included.

The following is a guide to eligible and ineligible items for development as considered in each new airport or airport improvement which is approved at the time the annual programme is compiled.

<u>Items</u>	<u>Mainline Airports</u>	<u>Local Airports</u>	<u>Remote Airports</u>
--------------	------------------------------	---------------------------	----------------------------

Land Acquisition:

1. Land for:

- (a) initial acquisition for entire airport development including building areas as delineated on a plan layout approved by M.O.T.

M.O.T.

No

No

<u>Items</u>	<u>Mainline Airports</u>	<u>Local Airports</u>	<u>Remote Airports</u>
(b) expansion of airport facilities, except acquisition of any small parcel for a non-landing facility such as hangar, auto parking areas, etc.,	M.O.T.	No	No
(c) approach protection	M.O.T.	No	No
(d) eligible airport utilities	M.O.T.	No	No
2. Easements for:			
(a) approach protection	M.O.T.	No	No
(b) storm-water run off	M.O.T.	No	No
(c) power lines to serve off-site obstruction lights	M.O.T.	No	No
(d) eligible airport utilities	M.O.T.	No.	No.
3. Extinguishment of easements which interfere with airport development. M.O.T:		No	No
4. Industrial and other non-airport purposes.	No	No	No

Preparation of site:

1. General site preparation:			
(a) clearing site	M.O.T.	Yes	Yes
(b) grubbing of site	M.O.T.	Yes	Yes
(c) grading of site	M.O.T.	Yes	Yes
(d) storm drainage of site	M.O.T.	Yes	Yes
2. Erosion Control	M.O.T.	Yes	Yes
3. Grading to remove obstructions.	M.O.T.	Yes	Yes
4. Dredging of seaplane anchorages and channels.	M.O.T.	Yes	M.O.T.

Runways:

1. New runways for loadings specified by M.O.T.	M.O.T.	Yes	Yes
2. Runway widening or extensions for loadings specified by M.O.T.	M.O.T.	Yes	Yes

<u>Items</u>	<u>Mainline Airports</u>	<u>Local Airports</u>	<u>Remote Airports</u>
3. Reconstruction of existing runways for loadings specified by M.O.T.	M.O.T.	Yes	Yes
4. Resurfacing runways for strength or for smoothness specified by M.O.T.	M.O.T.	Yes	Yes
5. Maintenance - type work, including:			
(a) seal coats	Yes	Yes	Yes
(b) crack filling	No	No	No
(c) resealing joints	No	No	No
(d) minor runway patching	No	No	No
(e) isolated repair	No	No	No
6. Runway construction or extension beyond the limits approved by M.O.T.	No	No	No
<u>Taxiways:</u>			
1. Basic types of surface listed as eligible under runways above.	M.O.T.	Yes	Yes
2. Taxiways providing access to ends and intermediate points of eligible runways.	M.O.T.	Yes	Yes
3. Primary taxiways systems providing access to hangar areas and other building areas delineated on a plan layout approved by M.O.T.	M.O.T.	Yes	Yes
4. Secondary taxiways providing access to groups of individual storage hangars and/or multiple unit tee hangars.	M.O.T.	Yes	Yes
5. Taxiways providing access to an area, not offering aircraft storage and/or service to the public.	No	No	No
6. Lead-ins to individual storage hangars.	No	No	No

<u>Items</u>	<u>Mainline Airports</u>	<u>Local Airports</u>	<u>Remote Airports</u>
<u>Aprons:</u>			
1. Basic types of surface listed as eligible under runways above.	M.O.T.	Yes	Yes
2. Loading ramps.	M.O.T.	Yes	Yes
3. Aprons available for public parking, storage and/or service.	M.O.T.	Yes	Yes
4. Aprons serving hangars.	No	No	No
5. Aprons serving installations for non-public use.	No	No	No
6. Paving inside a hangar or on the proposed site of a hangar.	No	No	No
7. Aprons for ineligible cargo buildings.	No	No	No
8. Apron services (pits or pipes for chemicals, fuel, etc.,).	No	No	No
<u>Airport Lighting:</u>			
1. Runway lights.	M.O.T.	Yes	Yes
2. Taxiway lights.	M.O.T.	Yes	Yes
3. Taxiway guidance signs.	M.O.T.	Yes (optional)	Yes (optional)
4. Obstruction lights.	M.O.T.	Yes	Yes
5. Apron floodlights.	M.O.T.	Yes (optional)	Yes (optional)
6. Revolving beacons.	M.O.T.	Yes (optional)	Yes (optional)
7. Wind cones.	M.O.T.	Yes	Yes
8. Electrical ducts and manholes.	M.O.T.	Yes	Yes
9. Transformer or generator vaults.	M.O.T.	Yes	Yes

<u>Items</u>	<u>Mainline Airports</u>	<u>Local Airports</u>	<u>Remote Airports</u>
10. Control panels for field lighting.	M.O.T.	Yes	Yes
11. Control equipment for field lighting.	M.O.T.	Yes	Yes
12. Lighting off-site obstructions.	M.O.T.	Yes	Yes
13. Electrical vaults for field lighting.	M.O.T.	Yes	Yes
14. Electronic navigation aids.	M.O.T.	No (M.O.T.)	No (M.O.T.)
15. Approach lights.	M.O.T.	No (M.O.T.)	No (M.O.T.)
16. Isolated repair and reconstruction of airport lighting.	No	No	No
17. Lighting of public parking area for passenger autos.	No	No	No
18. Street or road lighting.	No	No	No

Buildings:

1. Equipment buildings.	85% Contribution	No	No
2. Air terminal buildings.	Contribution for 85% of cost of non revenue space only.	No	No
3. Hangars.	No	No	No

Roads:

1. Service roads for access to public areas.	M.O.T.	Yes	Yes
2. Service roads for airport maintenance (including perimeter airport service road within airport boundary and not for general public access).	M.O.T.	Yes	Yes

<u>Items</u>	<u>Mainline Airports</u>	<u>Local Airports</u>	<u>Remote Airports</u>
3. Relocation of roads to permit airport development or expansion to remove obstructions.	M.O.T.	Yes	Yes
4. Off-site roads.	NO	No	No
5. Roads to areas of exclusive use.	No	No	No
6. Entrance roads.	No	No	No

III. Annual Airport Contribution Programme

General

In order to establish a programme for contributions for the development and improvement of airports in other than those categories for which M.O.T. accepts full responsibility, there will be developed for each fiscal year an "Annual Airport Contribution Programme," based on funds voted by Parliament for the purpose each year.

Project Requests

A formal request in writing for assistance is necessary before any proposed project will be considered for inclusion in a subsequent year's programme. The purpose is to provide a basis for consideration and inclusion in a programme and also the allocation of funds made available by Parliament. The request will be considered only as a preliminary notice of the applicants interest, without obligating it or the M.O.T. to perform any work or expend any funds. Acknowledgement of the request does not imply that the proposed project will be included in any particular year's programme.

Project Evaluation

Each proposed project will be assessed to determine the amount of departmental funds that would be involved. The relative importance of any request for airport development is dependent upon the specific nature of the work and the extent of its effect on airport operations from a standpoint of safety and efficiency.

Accepted applications will be included in each year's programme in order of priority. Total value of contributions which will be approved in any one fiscal year will be limited to \$1,000,000, not including terminal and equipment building contributions at mainline municipal airports. Every effort will be made to allocate priorities in such a manner that the benefits of the whole programme may be spread throughout Canada. Projects which cannot be included in the year following their acceptance by M.O.T. will be included in future years.

Procedure in Applying for Airport Assistance

Most communities can be served by one properly planned, well developed airport and M.O.T. funds would be provided only in support of the development or improvement of one airport. Where several communities exist in relatively close proximity, airports should be located insofar as practicable to meet the area or regional needs. Joint ownership or support by two or more public bodies is desirable in these areas. The use of one airport to serve adjacent communities where such action will, consistent with safety of operations, result in savings of federal and local funds, be an increasingly important factor. All items of development included in

applications will be considered in the light of M.O.T. standards existing at the time. Each item or project will be judged on its own merit and must contribute towards the usefulness of the airport and safety of operations. Where development of any particular project could be done more economically under stage construction, approved funds may be programmed in advance for accomplishment of the development over a period of years. Although most public bodies are able to make some assessment of the desirability of having an airport, few are aware of the fact that only a small number of airports are able to break even on a financial basis without some form of subsidy and these are primarily the larger airports with large aircraft scheduled services. Operating subsidies are not provided by M.O.T. to assist in this connection unless the airport concerned is used by a regular commercial air service. Recovery of operational losses at airports from general municipal revenue or by arrangement with a local aviation interest which might agree to maintain the airport at its own expense, may in many cases be found justifiable because of the indirect benefit of an airport to the community or region concerned. Public bodies interested in M.O.T. assistance in developing or improving an airport should contact the office of the appropriate Regional Director, Air Services, who can furnish detailed information on all phases of the Airport Contribution Programme including the preparation and submission of a request for assistance by the applicant. The filing of a request is the first step toward participation in the Programme as it evidences the interest and ability of the applicant to undertake the development if M.O.T. funds are made available and outlines the

work proposed by the applicant. Annual programmes are developed within the limits of available funds voted by Parliament after giving consideration to all current requests on file, at the time each annual programme is developed. Applicants whose projects are included in the annual programme are then notified that funds are available for specified items of development. This notification is, in effect, a notice that M.O.T. funds are being placed in reserve pending the completion of an agreement between the applicant and M.O.T. which then becomes a firm contract with the M.O.T.

Advance Planning

In cases where fund limitations either on the federal or the applicants side, do not permit an entire eligible project to be completed in one fiscal year and in cases of developments which lend themselves to financing or construction over a period of more than one fiscal year, allocations may be made for more than one fiscal year, provided, however, that any such future allocations cannot be accepted as a departmental commitment until Parliament has approved the necessary funds.

APPENDIX

FEDERAL AIRPORT POLICY

CONSTRUCTION AND OPERATION OF NATIONAL/COMMUNITY AIRPORTS

1. Federal policy announced December, 1971, increased grant program from one million to three million dollars for fiscal year 1972/73 and at a continuing level of two million dollars for future years.
2. Airport classifications are as follows:

National Airports -	(a)	Primary
	(b)	Secondary
	(c)	Arctic
	(d)	Satellite
Community Airports -		
	(a)	Feeder
	(b)	Local industrial
	(c)	Intermediate local
	(d)	Small local
	(e)	Remote
3. Objectives of the policy:
 - (a) encourage municipalities to continue operation of National secondary airports.
 - (b) encourage greater participation of others in financing.
 - (c) make it possible to aid a greater number of airports.
4. Criteria for designation of airports based on traffic demand index to include:
 - (a) number of boarding passengers.
 - (b) number of itinerant aircraft movements.
 - (c) proportion of itinerant movement performed by aircraft on scheduled service.
 - (d) amount of freight loaded.
 - (f) amount of mail carried.

5. Payments, under the policy, will provide:

- (a) 100% of Ministry approved capital costs for National category.
- (b) Cost sharing on community airports.
- (c) Operating subsidies may be paid for:
 - (i) municipal operated National airports.
 - (ii) Class I or Class II airports now receiving subsidy.
 - (iii) other airports receiving Class I or Class II service not presently receiving subsidy if indicated by a special study.

6. Federal Government Expenditures on Airport Construction in Alberta
1967/68 - 1972/73.

<u>Period</u>	<u>Location</u>	<u>Amount</u>	<u>Total for Period</u>
1967/68	Ponoka	\$ 28,000	\$ 122,000
	Stettler	30,000	
	Hanna	13,000	
	Drumheller	51,000	
1968/69	Camrose	\$ 40,000	\$ 59,200
	Wainwright	19,200	
1969/70	Bonnyville	\$ 20,000	\$ 20,000
1970/71	Lloydminster	\$ 85,000	\$ 135,600
	Brooks	42,000	
	Hanna	8,600	
1971/72	Drayton Valley	\$ 50,000	\$ 506,500
	St. Paul	49,500	
	Spirit River	25,000	
	Medicine Hat	77,000	
	Drumheller	85,000	
	Slave Lake	100,000	
	Taber	65,000	
	Wetaskiwin	55,000	

<u>Period</u>	<u>Location</u>	<u>Amount</u>	<u>Total for Period</u>
1972/73	Claresholm	\$ 68,000	
	Innisfail	51,000	
	Vegreville	100,000	\$409,000
	Edson	100,000	
	Vermillion	90,000	

<u>Period</u>	<u>Location</u>	<u>Amount</u>	<u>Total for Period</u>
1973/74	Oyen	\$ 65,000	
	Three Hills	35,000	
	Fairview	90,000	
	Cardston	100,000	\$405,000
	Lacombe	65,000	
	Coronation	50,000	

FEDERAL GOVERNMENT

FINANCIAL ASSISTANCE PROGRAMME

Grants-in-Aid - Construction and O & M Operating Subsidies
Western Region (Alta sites only)
1962/63 - 1972/73

Airport	Group	Classification	Fiscal Year	Grant-in-Aid Construction	Amount of Grant	Total Grant	Remarks	O & M Operating Subsidy	Total Subsidy	1973 Subsidy Budget
Bonnyville, Alta.	Community	Small Local	1970/71	2500' x 75' - Stabilize gravel runway by oil.	\$ 20,000	\$ 20,000		N/A		
Brooks, Alta.	Community	Small Local	1971/72	2800' x 75' - Pave runway, taxiway & apron	\$ 42,000	\$ 42,000		N/A		
Camrose, Alta.	Community	Small Local	1969/70 1970/71	2700' x 75' - Pave runway & taxiway	\$ 20,000 \$ 20,000	\$ 40,000	Payment over 2 years as arranged with City.	N/A		
Drumheller, Alta.	Community	Small Local	1968/69	3000' x 75' - Stabilize gravel runway, taxiway and apron by oil.	\$ 51,000		Due to drainage problems rebuilding and paving was necessary.	N/A		
Drayton Valley Alta.	Community	Small Local	1972/73	Paving the above.	\$ 85,000	\$ 136,000				
			1972/73	3000' x 75' - Pave runway, taxiway & apron.	\$ 26,000	\$ 50,000	To be completed in 1973/74 for 24,000. Total amount of project \$50,000.	N/A		
Edson, Alta.	Community	Small Local	1967/68	3000' x 75' - Gravel runway, taxiway and apron.	\$ 43,000	\$ 43,000		N/A		
Footner Lake, Alta.	Community	Feeder	1966/67	5000' x 150'-gravel runway, taxiway and apron.	\$ 147,040	\$ 147,040	Cost sharing with Province of Alberta.	N/A		
Fort Chipewyan, Alta.	National	Secondary	1965/66	4000' x 100'-gravel runway, taxiway and apron.	\$ 100,000	\$ 100,000	Cost sharing with Province of Alberta.	N/A		
			1970/71	Nil			Airport operated by the Province-Lands and Forests Dept. Agreement #77435. Title of land in name of the Province.	\$ 7,471		
			1971/72	Nil				\$ 16,660		
			1972/73	Nil				\$ 41,610	\$ 65,741	\$ 20,666

Airport	Group	Classification	Fiscal Year	Grant-in-Aid Construction	Amount of Grant	Total Grant	Remarks	O & M Operating Subsidy	Total Subsidy	1973 Subsidy Budget
Fort Vermilion, Alta.	Community	Remote	1967/68	3000' x 75'	\$ 62,466			N/A		
			1968/69	Gravel runway, taxiway & apron.	\$ 36,118	\$ 98,584	Cost sharing with Province of Alta.			
Hanna, Alta.	Community	Small Local	1967/68	2000' x 75' - Sta-bilize gravel runway by oil.	\$ 13,000			N/A		
			1971/72	600' x 75' extension	\$ 8,500	\$ 21,500	Second stage development	N/A		
Lloydminster, Alta.	Community	Local Industrial	1971/72	3500' x 75' - Pave Runway & Taxiway.	\$ 85,000	\$ 85,000		N/A		
Medicine Hat, Alta.	Community	Feeder	1962/63	Nil			Subsidy ceased as Air Canada dropped operations.	\$ 5,783	\$ 10,165	N/A
			1963/64	Nil				\$ 4,382		
			1970/71	Terminal Bldg.	\$ 42,961	\$ 92,961	To be completed in 1973/74 for \$9,243.	N/A		
			1972/73	2820' x 100' - Re-pave runway & install lighting.	\$ 50,000			N/A		
Peace River, Alta.	National	Secondary	1962/63	Nil			Airport operated by Town of Peace River	\$ 5,547		
			1963/64	Nil			Lease #69612	\$13,638		
			1964/65	Nil			Title of land in name of Department of Transport.	9,637		
			1965/66	Nil			Purchased.	19,387		
			1966/67				Purchased.	15,482		
			1967/68	Terminal Bldg.	\$ 72,000			16,381		
				Banff Oil Hangar	\$ 21,250			29,161		
			1968/69	Converting Hangar to Maintenance Garage.	\$ 27,864					
			1969/70	Water & Sewage System	\$ 38,250			37,506		
			1970/71	Paving Airport Road.	\$ 19,805			36,531		
			1971/72	Nil				30,353		
			1972/73	Extension to the Maintenance Garage.	\$ 69,664	\$248,833		54,466	260,089	\$ 43,131

Airport	Group	Classification	Fiscal Year	Grant-in-Aid Construction	Amount of Grant	Total Grant	Remarks	O & M		Total Subsidy	1973 Subsidy Budget
								Operating Subsidy	Subsidy		
Ponoka, Alta.	Community	Small Local	1968/69	3000' x 75'-Gravel Runway, Taxiway & Apron.	\$28,000	\$ 28,000		N/A			
Rainbow Lake, Alta.	National	Secondary	1969/70 1970/71 1971/72 1972/73	N/A Terminal Building N/A N/A	30,325	30,325	Airport operated by Town of Rainbow Agreement #88549 (A.T.B.) Title of land in name of Town of Rainbow Lake.	\$ 3,654 16,249 8,614		\$ 69,446	\$ 47,034
Red Deer, Alta.	Community	Feeder	1971/72	Runway Restoration & Airport Lighting.	76,900	76,900		N/A			
Stettler, Alta.	Community	Small Local	1967/68	2100' x 75' - Gravel Runway, taxiway, apron & access road.	30,000	30,000		N/A			
St. Paul, Alta.	Community	Small Local	1972/73	3000' x 75' - Pave runway, taxiway and apron.	49,500	49,500		N/A			
Spirit River, Alta.	Community	Small Local	1972/73	2600' x 75' - Gravel runway and taxiway.	5,078	25,000	To be completed in 1973/74 for 19,922.	N/A			
Slave Lake, Alta.	Community	Local Industrial	1972/73	5000' x 100' - Recon-struct existing 3500' extend by 1500' and pave runway, taxiway and apron.	100,000	100,000	Cost sharing with Province of Alberta.	N/A			
Taber, Alta.	Community	Small Local	1972/73	3000' x 75' - Gravel runway, taxiway and apron.	65,000		Approved only for Construction 1973/74.	N/A			

Airport	Group	Classification	Fiscal Year	Grant-in-Aid Construction	Amount of Grant	Total Grant	Remarks	O & M		1973	
								Operating Subsidy	Total Subsidy	Subsidy Budget	Budget
Wabasca, Alta.	Community	Remote	1966/67	3800' x 100' - Gravel Runway	\$ 47,471	\$ 47,471		N/A			
Wainwright, Alta.	Community	Small Local	1969/70	2500' x 75' Gravel Runway	19,200	19,200		N/A			
Wetaskiwin, Alta.	Community	Small Local	1972/73	2400' x 75' - Paved Runway.	55,000		Approved only for construction 1973/74.	N/A			

PROVINCIAL AIRPORT DEVELOPMENT PROGRAMS

1. Current status is as follows:

(a) Three Provinces have airstrip development programs in effect, these being:

- i) Saskatchewan
- ii) Manitoba
- iii) Ontario

(b) Quebec has just started gathering data and researching this area. They hope to formulate a policy within the next four months.

(c) Newfoundland, New Brunswick and Nova Scotia are thinking about becoming involved in this area in the next year.

(d) British Columbia and Prince Edward Island are not contemplating any airport development involvement.

2. Ontario's Airstrip Development Program

(a) Objectives of policy:

- i) The program is applied primarily to Northern and Northwestern Ontario where accessibility is a serious factor in order to stimulate economic activity.
- ii) The Province will not own, develop or operate airports but will enter into agreements with individuals, groups or municipalities to do these things.
- iii) The program aims toward minimum facilities which meet Federal safety regulations and are licensable. Gravel or turf surfaces are proposed.

(b) Criteria for designation of airstrips according to need in order to stimulate tourist and commercial development in the area.

(c) Funding of airstrips is as follows:

- i) Where there are sufficient resources within the community the provincial/community cost sharing is on a 50-50 basis.
- ii) If insufficient resources, but demonstrated need, then the Province assumes a larger portion of cost.
- iii) In the Case of small settlements the Province assumes entire responsibility.

(d) Assistance provided:

- i) Since its inception in 1968, \$2.5 million have been spent under the program.
- ii) This year \$1.75 million are being spent primarily on the northern program.
- iii) They estimate an expenditure of \$2.5 million per year over the next 4 years on both the southern and northern program. This includes new airports, up-grading existing ones as well as new equipment.

3. Manitoba's Airport Assistance Program

- Have a separate policy for Southern and Northern locations and is patterned after M.O.T.'s program.

(a) Objectives of policy:

- i) Northern - To provide facilities for 12 months air transportation in all Northern communities of 100 or more persons without access by road.
- ii) Southern - To encourage and assist in the development of airports throughout Southern Manitoba which are licensed and for public use.
 - To encourage maximum local participation.

(b) Criteria:

- i) Northern - On an established priority basis to provide key potential regional centres with airports capable of handling passengers and freight aircraft on a 24 hour basis during all seasons.
- ii) Southern - To promote expansion of civil aviation within Province. Preference is given for upgrading of existing facilities.

(c) Funding of airstrips is as follows:

- i) Northern - Through regular appropriation and capital supply an accelerated winter works program for full amount.
- ii) Southern - Grants up to a maximum of \$3500.
Loans up to a maximum of \$20,000 repayable over 20 years.
Operating grants \$500 annual payment.

(d) Assistance provided:

- \$10.5 million on 33 airstrips.
- Received assistance from M.O.T. on 2 of these.
- This year about \$3 million are being spent, primarily on the Northern Program.

4. Saskatchewan's Policy on Local Airstrip Development

- Is presently under review.

(a) Objectives:

- i) To assist Municipal Governments with the construction or improvement of municipally-owned airstrips.

(b) Criteria:

- i) Municipality must have a population in excess of 500.
- ii) Assistance may be available if less than 500, but more than 30 miles from an adequate airstrip.

(c) Funding:

- i) Upon approval a maximum of \$2,500.00.
- ii) \$500 maximum annually for operating.

(d) Assistance provided:

- i) About \$600,000.00 in the past 5 years.
- ii) This year \$235,000 are being spent.

ALBERTA LANDS & FORESTS FORESTRY AIRSTRIPS & FACILITIES

History

The original grid was based on a 50-mile spacing of landing strips to accommodate the types of aircraft available for use in fire fighting in the late 1950's. In 1958 the Department located useable Oil Company airstrips which supported the basic backbone of the new air system and also constructed their own first airstrip. These strips were classed as "Bush Strips" unless they were above standard when gotten from the Oil Companies. At this time a strip, 2400 feet in length was considered standard. As the programme developed, Forestry Services began to utilize licensed airports wherever feasible and presently maintains facilities at many of these airports throughout the Province. It is noted that Forestry Services operations are compatible with General Aviation at these various locations and provide no conflict, therefore, upgraded, strategically located airports supporting fire fighting operations may be used and shared adequately by Lands and Forests and General Aviation throughout Alberta.

Some facilities are constructed to service towers and others are to accommodate staging operations and consist of both land and water bases. Recently a series of "Helispots" have been introduced into the system to facilitate Helicopter operations.

Lands and Forests, Construction and Maintenance Branch generally builds their own air facilities and on occasion uses sub-contractors. Other than a few isolated cases where the Department of Highways provides maintenance, Lands and Forests uses their own crews and equipment to provide these services at their air facilities.

Revised Airstrip Standards

As a result of the expanded size and capacity of Aircraft now available for fire fighting services, Lands and Forests have adopted three new design standards for forestry airstrips which will affect future construction from 1973 onward.

1. 2400 ft. runways, turf or gravel, basic minimum standard.
2. 3600 ft. runways, turf or gravel, DC-3 operations.
3. 5500 ft. runways, compact gravel or paved, B-26 water bomber operations.

Maintenance Budget

1. For general maintenance on Forestry airstrips \$200/year is allocated per airstrip.
2. Licensed airports' maintenance funds for 1973-74:

(a)	Fort Chipewyan	\$19,000.00
(b)	Slave Lake	\$11,500.00
(c)	Footner Lake	<u>\$11,300.00</u>
	Total	<u>\$41,800.00</u>
3. Total maintenance budget including all standard and licensed strips for 1973-74 is \$70,900.00.

New Construction Budget

1. Airstrip construction budget for 1973-74 is \$300,000.00.

N.B. Total budget over the past 5 years has not increased substantially.

Total Number of Facilities

1.	Airstrips	-	131
2.	Water Bases	-	23
3.	Helicopter		
	Landings	-	20
	Total		<u>174</u>

Projections

The major force in fire fighting equipment today is the B-26 water bomber. In order to accommodate the potential of this airplane, changes are needed in key locations throughout the grid system. Paved runways are required and facilities must be upgraded to licensed airport standards.

The following lists the key locations which are required to support the projected B-26 operations:

1. Footner Lake
2. Peace River
3. Grande Prairie
4. Slave Lake
5. Fort McMurray
6. Lac La Biche
7. Edson
8. Whitecourt
9. Panny
10. Rocky Mountain House
11. Canmore Corridor
12. Cowley

Areas of Concern

1. Upgrading of the present base at Cowley to licensed standards is vital to the Lands and Forests operations in this area.
The Town of Pincher Creek's request for assistance in building an airport adjacent to the Townsite should be centred on the present Cowley facility which has the potential of providing the area with a first class airport capable of attracting regular air services versus two minor airstrips within an approximate 10-mile radius.
2. Present fire fighting operations based at the Calgary International Airport are unsatisfactory. Key sites located at the Canmore Corridor and Cowley would ensure adequate fire fighting services for the entire south eastern Rocky Mountain slope area.
3. When the status of the present Jasper/Hinton Airport is finalized, this airport is designated as a second major base next to Edson which will substantially increase the services available to this region.
4. Whitecourt needs upgrading and major facilities to accommodate water bombing operations.
5. Operations at Panny must be moved to Loon and upgraded to major water bomber base standards.

ALBERTA FOREST SERVICE

OWNED & UTILIZED

AIRSTRIPS

FLOAT LANDINGS

HELIPORTS & HELIPADS

SUMMARY

FOR

1974 SEASON

LEGEND

FB	Fire Bomber Base
FO	Fully operational B-26 & CANSO
LO	Limited operational - reduced load for B-26 - CANSO
*	All weather
//	Lights
⌈	Radio Beacon
+	Lights to be installed 1974
-	All weather strip 1974

Revised 1974

ATHABASCA FOREST

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

NAME	FUEL CACHE - TYPE	LOCATION LATS. & LONGS.	TYPE	LENGTH	ELEVATION	DIRECTION OR MAG. BEARING	
ALGAR TOWER	A-Q	B	23-82-12 W.4 56-07N-111-46W	Std.	2,400'	2,560'	306°
ARCHER LAKE	A-M	B	13-105-3 W.4 58-07N 110-21W	Flts. -	1,200'	-	-
BIRCH MOUNTAIN	A-S	A	24-100-12 W.4 57-42N 111-50W	Std.	2,700'	2,000'	280°
BITUMOUNT	A-D	B	36-96-11 W.4 57-22N 111-33W	DC-3	4,400'	867'	193°
CANADIAN FINA (CLAUSENS)			12-98-11 W.4 57°27'N 111°36'W	Std.	2,600'	900'	315°
CORNWALL LAKE	A-N	B	27-122-4 W.4 59°37'N 110°36'W	Flts. -	1,000'	-	-
EDRA	A-T	KEY	17-102-20 W.4 57°51'N 113°15'W	DC-3	3,200'	2,600'	294°
EMBARRAS	A-J	KEY	14-106-9 W.4 58°12'N 111°23'W	DC-3	4,400'	778'	284°
FORT CHIPEWYAN LAKE ONE	A-K	KEY	8-112-7 W.4 58°46'N 111°07'W	Flts. -	700'	-	-
FORT MCMURRAY *// FB/FO		KEY	20/21-88-8 W.4 56-39N 111-13W	B-26	6,000'	1,200'	240°
FORT MCMURRAY Licensed A.F.S.			LS 9-16-89-9 W.4 56°42'N 111°20'W			Heliport	
GORDON LAKE	A-C	B	12-88-4 W.4 56°37'N 110°30'W	Std.	2,200'	1,600'	324°
GRANDE	A-A	A	25-84-15-4 56°18'N 112°13'W	Std.	2,400'	1,600'	238°
JEAN LAKES	A-P	B	6-98-24 W.4 57°30'N 113°53'W	Std.	2,400'	2,000'	304°
JOHNSON LAKE	A-G	A	7-99-2-4 57°34'N 110°20'W	Std.	2,500'	2,000'	240°
KEANE TOWER	A-R	B	20-107-2 W.4 58°18'N 110°17'W	Std.	2,600'	1,200'	340°
MUSKEG MOUNTAIN	A-F	B	9-94-6 W.4 57°08'N 110°53'W	Std.	2,400'	2,140'	333°
NAHUR LAKE	A-E	A	7-97-17 W.4 57°24'N 112°44'W	Flts. -	2,373'	-	-

ATHABASCA FOREST

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>		<u>LOCATION</u> <u>LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR</u> <u>MAG. BEARING</u>
RICHARDSON TOWER	A-L	B	26-102-7 W.4 57°53'N 111°02'W	Std.	2,700'	1,000'	280°
UNNAMED LAKE	A-H	B	17-101-16 W.4 56°46'N 112°35'W	Flts. -		2,300'	-

BOW-CROW

AIRSTRIPS, FLOAT LANDINGS, HELIPORTS, HELIPADS & FUEL CACHES

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
BLAIRMORE LICENSED AFS		LS13-35-7 W5 49°37'N 114°26'W	Heliport		4,223'	
CALGARY INT.*// FB/FO		1-2-25-1 W5 51°07'N 114°01'W	B-26	12,675' 8,000' 6,200'	3,557'	16-34 10-28 07-25
CALGARY LICENSED AFS		LS8/9-4-25-2 W5 51°07'N 114°13'W	Heliport		3,740'	
COWLEY FO/LO	Key	8-8-1 W5 49°38'N 114°15'W	DC-3	6,550' 4,000' 3,500'	3,850'	337° 213° 288°
CYPRESS HILLS		7-8-2 W4 49°28'N 110°16'W		3,800'	4,650'	235°
ELKWATER LAKE		24-8-3 W4 49°43'N 110°18'W	Flts.		400'	
GHOST	B-A	B 11/14-28-8-5 51°23'N 115°01'W	Std.	3,000'	4,880'	315°
JUMPING POUND	B-C	A 13-24-6 W5 51°02'N 114°42'W	Std.	3,200'	4,200'	220°
LETHBRIDGE*// FB/FO		9-8-21 W4 49°38'N 112°48'W	B-26	6,500' 5,500'	3,047'	05-23 12-30
LIVINGSTONE	C-A	B 1-13-4 W5 50°03'N 114°26'W	Std.	3,200'	5,400'	340°
RED DEER R.S.	B-B	A 17-31-9 W5 51°39'N 115°14'W	Std.	3,200'	4,646'	263°
TURNER VALLEY		A 1-19-3 W5 50°40'N 114°17'W	Helipad		4,000'	

EDSON

AIRSTRIPS, FLOAT LANDINGS, FUEL CACHES, HELIPORTS & HELIPADS

NAME	FUEL CACHE - TYPE		LOCATION	TYPE	LENGTH	ELEVATION	DIRECTION OR MAG. BEARING
			LATS. & LONGS.				
CABIN CREEK	E-L	B	14-55-3 W6 53°45'N 118°20'W	Std.	4,000'	4,800'	280°
CHEVRON STD.*//			22/23-59-18 W5	DC-3	4,200'	3,250'	NW/SE
COTE CREEK	E-J	B	24-56-12 W6 53°51'N 119°39'W	Std.	2,900'	4,900'	232°
EAGLES NEST	E-F	B	31-52-4 W6 53°32'N 118°35'W	Std.	3,000'	6,000'	278°
EDSON* FB/FO		Key	16/17-53-17 W5 53°35'N 116°27'W	Std.	3,200'	3,036'	250°
ENTRANCE	E-B	B	12-51-26 W5 53°23'N 117°42'W	DC-3	3,500'	3,400'	243°
GRANDE CACHE*	E-D	Key	34-56-8 W6 53°52'N 119°06'W	DC-3	3,600'	3,500'	203°
JASPER HINTON			21-50-26-5 53°18'N 117°32'W	DC-3	4,000'	4,000'	SW/NE
MAYBERNE	E-A	B	28-56-19 W5 53°52'N 116°46'W	Std.	3,000'	4,350'	320°
ROCK LAKE	E-H		5-52-2 W6 53°18'N 118°15'W	Flts.		4,592'	
STEEPER	E-C	B	14-48-22 W5 53°08'N 117°07'W	Std.	2,900'	4,400'	276°
THUNDER LAKE	E-G	A	33-44-19 W5 52°50'N 116°42'W	DC-3	3,800'	4,500'	233°
WILDHAY	E-K	A	19/30-56-24 W5 53°52'N 117°33'W	Std.	2,700'	4,350'	215°

FOOTNER LAKE

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

NAME	FUEL CACHE -TYPE		LOCATION LATS. & LONGS.	TYPE	LENGTH	ELEVATION	DIRECTION OR MAG. BEARING
AMBER TOWER	F-C	A	21-117-9 W.6 59°11'N 119°27'W	Std.	2,500'	1,900'	NW/SE
ASSUMPTION	F-K	B	9-112-5-6 58°41'N 118°42'W	Std.	3,400'	1,000'	N/S
BASSETT TOWER	F-R	A	11-106-2 W.6 58°12'N 118°13'W	Helipad		2,478'	
BUFFALO	F-D	A	23-103-14 W.5 57°57'N 116°12'W	Std.	2,764'	2,600'	257°
EVA LAKE	F-Z	A	26-114-8-5 58°55'N 115°14'W	Flts.		2,800'	
FOGGY TOWER	F-T	A	32-111-6-5 58°41'N 114°50'W	Std.	2,300'	3,100'	360°
FOOTNER LAKE* // FB/FO	F-J	Key	5-111-19-5 58°37'N 117°10'W	B 26	5,000'	1,090''	303°
FORT VERMILION*	F-A	Key	28/29-108-12-5 58°24'N 115°57'W	DC-3	3,000'	836'	250°
FORT VERMILION			30-108-12-5 58°25'N 115°57'W	Flts.		836'	
FOX LAKE	F-E	B	22-109-4-5 58°28'N 114°32'W	DC-3	3,000'	800'	315°
HUDSON BAY*	F-F	Key	11-116-6-6 59°03'N 118°57'W	DC-3	4,500'	1,250'	299°
LAMBERT TOWER	F-H	A	17-104-1-5 58°03'N 114°08'W	DC-3	3,000'	1,000'	300°
MEANDER RIVER	F-N	B	22-115-22-5 59°00'N 117°40'W	Std.	2,970'	1,091'	297°
MOBILE BISTCHO	F-M	A	32-120-6-6 59°30'N 119°00'W	DC-3	3,600'	2,000'	280°
PETITOT TOWER	F-I	A	LS5-23-121-10 W6	Helipad		2,600'	
PONTON TOWER	F-L	A	LS 12-25-114-14-W5	Helipad		3,000'	
RAINBOW LAKE*//	F-P	Key	26/27-109-9-6 58°30'N 119°24'W	DC-3	4,000'	1,757'	08°-26°
STEEN RIVER* FB/FO	F-V	Key	34-122-19-5 59°38' 117°10'	DC-3	5,000'	996'	161°

FOOTNER LAKE

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
TEEN TOWER	F-X A	31-122-22-5 59°39'N 117°47'W	Std.	2,500'	2,320'	235°
HURSTON LAKE	F-Q B	15/16-126-1-6 59°55'N 118°05'W	Helipad		2,000'	
ADLIN TOWER	F-B A	18-101-9-5 57°01'N 115°27'W	Std.	3,200'	2,600'	E-W
WHITESAND TOWER	F-G A	18-120-6-5 57°01'N 115°27'W	Helipad		2,600'	
ATES TOWER	F-O A	34-125-14-5 59°54'N 116°21'W	Std.	3,000'	1,100'	N-S

GRANDE PRAIRIE

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

NAME	FUEL CACHE - TYPE	LOCATION LATS. & LONGS.	TYPE	LENGTH	ELEVATION	DIRECTION OR MAG. BEARING
GRANDE PRAIRIE*//:- FB/FO	Key	30-71-6-6 55-11 118-53	B 26	6,500' 6,200'	2,195'	11-29 24-90
GRANDE PRAIRIE AFS LICENSED		SE1/4 5-26-71-6 55-10-30 118-48-50	Heliport		2,190'	
KAKWA //	G-D	Key 4-63-7-6 54-25 118-59	Std.	2,700'	4,050'	216°
PORCUPINE	B	3-61-10-6 54-15 119-25	Subst.	1,600'	3,500'	E-W
SHERMAN MEADOWS	G-E	A 23-61-13-6 54-17 119-50	Std.	2,600'	3,600'	355°
SMOKY CITY	G-C	A 31-66-4-6 54-45 118-35	Std.	3,000'	2,600'	331°
SMOKY TOWER	G-A	A 31-62-2-6 54-24 118-17	Std.	2,955'	3,900'	241°
VALLEYVIEW	G-B	Key 32-69-22-5 55-01 117-19	Std.	2,412'	2,500'	285°

LAC LA BICHE FOREST

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>		<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
AGNES LAKE	L-B	B	1-79-17-4 55-48 112-30	Std.	3,000'	1,700'	299°
BEAVER LAKE		Key	3-66-13-4 54-46 111-54	Flts.			
CALLING LAKE	L-A	A	8-72-21-4 55-13 113-11	Substd.	2,100'	1,960'	270°
CHRISTINA BASIN	L-K	B	17-76-12-4 55-35 111-49	Std.	2,400'	2,400'	287°
COLD LAKE *// FB/FO	CFB		31-62-2-4 54-24 110-17	All	12,600' 6,800'	1,774'	12-30 03-21
CONKLIN	L-C	Key	31-76-7-4 58-38 111-05	Std.	2,200'	1,830'	265°
COWPAR	L-G	A	24-80-4-4 55-57 110-30	Std.	2,500'	1,848'	NE/SW
DARSON LAKE	L-F	B	13-84-1-4 56-18 110-02	Flts.		1,538'	
GRIST LAKE	L-E	A	13-74-4-4 55-24 110-20	DC-3	3,000'	1,900'	308°
JANVIER	Dept. Ind. Aff.		8-80-5-5 55-55 110-45	Std.	2,600'	1,500'	266°
LA COREY	L-H		13-63-6-4 54-27 110-46	Helipad		1,750'	
LAC LA BICHE *// FB/L)	(MOT)	Key	1-72-14-4 54-46 112-01	DC-3	4,300'	1,872'	286°
PELICAN TR.			30-76-23-4 55-36 113-33	Helipad		3,000'	
ROUND HILL	L-D	B	6-73-13-4 55-18 111-59	Std.	2,600'	2,460'	269°
SAND RIVER TR.	L-J	B	27-65-7-4 54-39 111-00	Helipad		2,475'	
WINIFRED TR.			19-73-2-4 55-20 110-18	Helipad		2,400'	

LAC LA BICHE FOREST

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
CHRISTINA LAKE		33-76-7-4 55-37-111-05	Flts.		1,850'	
WANDERING RIVER	L-L	35-71-17-4 55-12-112-30	Helipad		1,850'	
WOLF LAKE		34-65-7-4 54-40-111-00	Flts.		1,559'	

PEACE RIVER FOREST

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>		<u>LOCATION</u> <u>LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OF</u> <u>MAG. BEARING</u>
BASNETT	P-O	A	35-96-12-6 57-22N 119°50'W	Std.	2,700'	2,500'	286°
BISON	P-H	A	20-93-16-5 57°05'N 116°31'W	Std.	2,700'	2,400'	310°
CADOTTE	P-J	B	18-86-15-5 15°27'N 116°18'W	DC-3	3,200'	1,900'	334°
CHINCHAGA	P-G	B	27-94-2-6 57°11'N 118°13'W	Std.	2,200'	2,300'	NW/SE
DOIG	P-B	B	3-92-10-6 56°57'N 119°30'W	Std.	3,000'	3,500'	278°
FAIRVIEW+-		B	5-82-3-6 56°05'N 118°26'W	DC-3	4,000'	2,150'	03-21
FONTAS	P-M	A	30-101-9-6 57-48N 119-27W	Std.	2,700'	3,000'	258°
HINES CREEK LICENSED AFS			LS1-6-84-4-6 56-14-30N 118-36-00W	Heliport		2,150'	
HOTCHKISS	P-N	Key	17-96-6-6 57-19N 118-55W	Std.	2,700'	3,100'	303°
KEG RIVER	P-K	Key	1-101-23-5 57-45N 117-37W	Std.	2,700'	1,300'	289°
KEG TOWER	P-L	B	36-99-3-6 57-38N 118-21W	Std.	2,300'	2,500'	190°
MANNING	P-E	Key	4-92-23-5 56-57N 117-38W	DC-3	4,000'	1,500'	241°
MANNING LICENSED AFS			SW1/4 28-91-23-5 56-57N 117-37W	Heliport		1,505'	
MCLENNAN	P-P	B	29-77-19-5 55-42N 116-55W	Std.	2,700'	2,052'	293°
NOTIKWIN	P-F	B	31-90-4-6 56-51N 118-37W	Std.	3,000'	2,500'	200°
PEACE RIVER*// FB/FO	MOT	Key	29-83-22-5 56-14N 117-26W	B 26	4,999'	1,873'	210°
PEACE RIVER LICENSED AFS			LS 2-29-83-21-5 56-14-00N 117-17-30W	Heliport		1,860'	

PEACE RIVER FOREST

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>		<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
BASNETT	P-O	A	35-96-12-6 57-22N 119°50'W	Std.	2,700'	2,500'	286°
BISON	P-H	A	20-93-16-5 57°05'N 116°31'W	Std.	2,700'	2,400'	310°
CADOTTE	P-J	B	18-86-15-5 15°27'N 116°18'W	DC-3	3,200'	1,900'	334°
CHINCHAGA	P-G	B	27-94-2-6 57°11'N 118°13'W	Std.	2,200'	2,300'	NW/SE
DOIG	P-B	B	3-92-10-6 56°57'N 119°30'W	Std.	3,000'	3,500'	278°
FAIRVIEW+-		B	5-82-3-6 56°05'N 118°26'W	DC-3	4,000'	2,150'	03-21
FONTAS	P-M	A	30-101-9-6 57-48N 119-27W	Std.	2,700'	3,000'	258°
MINES CREEK LICENSED AFS			LS1-6-84-4-6 56-14-30N 118-36-00W	Heliport		2,150'	
HOTCHKISS	P-N	Key	17-96-6-6 57-19N 118-55W	Std.	2,700'	3,100'	303°
KEG RIVER	P-K	Key	1-101-23-5 57-45N 117-37W	Std.	2,700'	1,300'	289°
KEG TOWER	P-L	B	36-99-3-6 57-38N 118-21W	Std.	2,300'	2,500'	190°
MANNING	P-E	Key	4-92-23-5 56-57N 117-38W	DC-3	4,000'	1,500'	241°
MANNING LICENSED AFS			SW1/4 28-91-23-5 56-57N 117-37W	Heliport		1,505'	
MCLENNAN	P-P	B	29-77-19-5 55-42N 116-55W	Std.	2,700'	2,052'	293°
NOTIKEWIN	P-F	B	31-90-4-6 56-51N 118-37W	Std.	3,000'	2,500'	200°
PEACE RIVER*// FB/FO	MOT	Key	29-83-22-5 56-14N 117-26W	B 26	4,999'	1,873'	210°
PEACE RIVER LICENSED AFS			LS 2-29-83-21-5 56-14-00N 117-17-30W	Heliport		1,860'	

PEACE RIVER FOREST

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONGS</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION MAG. BEARING</u>
RAINBOW PUMP STN. P-A	A	8-91-16-5 51-53N 116-33W	Std.	3,000'	2,250'	NW/SE
SHELL OIL		23/26-85-19-5 56°22'N 117°5'W	Std.	2,400'	1,900'	SW/NE
WORSLEY	P-C	Key 5-87-7-6 56-30N 119-05W	Std.	3,300'	2,700'	243°
WORSLEY LICENSED AFS		LS 14-36-86-8-6 56-30N 119-10W	Heliport		2,124'	

ROCKY-CLEARWATER FOREST

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
ALDER FLATS	R-A	B	13-45-9-5 52°53'N 111°10'W	Helipad	2,575'	
CLEARWATER	R-C	B	9-35-9-5 51°59'N 115°14'W	Std.	3,400'	4,100'
DRAYTON VALLEY*// (MOBILE OIL LTD.)			28-40-7-5 53°13'N 115°01'W	DC-3	5,000'	2,825'
NEW DRAYTON VALLEY*+			NW27-49-7-W5 53°13'N 115°03'W	DC-3	5,000'	2,700'
ELK RIVER			24-45-16-5 52°54'N 116°11'W	Std.	3,000'	4,250'
GREAT PLAINS			23-47-7-5 53°04'N 114°55'W	Std.	2,800'	3,535'
HUDSON BAY (DAM)*// for lights phone 894-3647	R-F	B	18-46-13-5 52°58'N 115°52'W	DC-3	4,500'	3,475'
LODGEPOLE	R-G	B	31-47-9-5 53°05'N 115°18'W	Std.	3,000'	3,000'
NORDEGG		A	LS13-28-40-15-5 52°23'N 116°07'W	Heliport	4,400'	
ROCKY* FB/FO		Key	11-40-7-5 52°26'N 114°54'W	B26	5,400'	3,150'
ROCKY LICENSED		A	4-5-26-39-7-5 52°22'39"N 114°54'45"W	Heliport	3,380'	
RAM FALLS	R-H	B	18-36-13-5 52°03'N 115°52'W	Std.	3,300'	5,250'
SHUNDA	R-D	A	35-40-13-5 52°30'N 115°45'W	Std.	3,300'	4,700'
UPPER SASK.	R-B	A	15-37-18-5 52°11'N 116°34'W	Helipad	4,600'	

SLAVE LAKE FOREST

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

NAME	FUEL CACHE - TYPE	LOCATION LATS & LONG.	TYPE	LENGTH	ELEVATION	DIRECTION OR MAG. BEARING	
ATLANTIC REFINING	S-B	A	34-81-9-5 56-03 115-19	DC-3	3,200'	2,100'	290°
BURNT LAKES	S-J	B	31-95-24-4 57-17 113-54	Flts.		2,470'	
CHIPEWYAN LAKES	S-K	A	5-92-22-4 56-57 113-30	Std.	2,700'	1,800'	275°
GIFT LAKE	S-A	A	22-79-12-5 55-52 115-47	DC-3	3,500'	2,300'	110°
GOOSE RIVER	S-T	A	27-66-16-5 54-44 116-20	Std.	2,500'	2750'	208
GRAHAM LAKE	S-P	B	34-86-4-5 56-30 114-33	Std.	2,500'	2,130'	209°
HIGH PRAIRIE	S-D	A	12-74-17-5 55-23 116-29	DC-3	3,000'	2,000'	305°
HOME OIL //			22-74-24-4 55-26 113-38	Std.	3,000'	2,202'	NW/SE
LIVOCK	S-H	B	13-86-21-4 57-29 113-13	Helipad		1,900'	
MERIDIAN	S-N	B	1-76-2-5 55-33 114-10	Substd.	2,200'	3,300'	NW/SE
MUSKWA TOWER	S-G	B	2-82-5-5 56-07N 114-44W	Helipad		2,050'	
OTTER LAKES	S-Q	B	1-89-13-5 56-41 115-55	Std.	2,500'	2,530'	250°
PANNY FB/LO	S-C	Key	36-94-5-5 57-12 114-44	DC-3	4,500'	2,100'	283°
RED EARTH (UNION OIL)	S-O	Key	18-87-8-5 56-32 115-16	DC-3	3,600'	1,700'	324°
SALTEAUX	S-R	B	25-68-6-5 54-55 114-46	Std.	2,600'	2,350'	64°
SLAVE LAKE */L FB/FO		Key	1-73-6-5 55-18 114-47	B 26	5,000'	1,905'	270°
SWAN STATION	S-E	A	29-71-9-5 55-10 115-20	Helipad		1,800'	

SLAVE LAKE FOREST

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONG.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
TALBOT	S-S A	19-96-10-5 57-21 115-37	Std.	2,400'	2,600'	262°
TEEPEE	S-M B	17-86-1-5 55-27 114-07	Std.	2,400'	2,116'	260°
TROUT	S-L A	9-90-3-5 56-48 114-25	Std.	2,870'	2,500'	290°
WABASCA *	S-F Key	27-80-25-4 55-57 113-49	DC-3	3,800'	1,600'	247°

FIRE EMERGENCY FLOAT LANDINGS ONLY

DESMARAIS	23-80-25 W4 55°56'N 113°47'W	Flts.	1,800'
GRAHAM LAKE	34-86-4 W5 56°30'N 114°32'W	Flts.	2,300'
LITTLE BUFFALO LAKE	23-87-20 W4 56°33'N 113°02'W	Flts.	1,600'
MITSUE LAKE	30-72-4 W5 55°15'N 114°36'W	Flts.	1,896'
MUSKWA LAKE	23-82-5 W5 56°07'N 114°40'W	Flts.	1,900'

WHITECOURT

AIRSTRIPS, FLOAT LANDINGS & HELIPORTS

<u>NAME</u>	<u>FUEL CACHE - TYPE</u>	<u>LOCATION LATS. & LONGS.</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>ELEVATION</u>	<u>DIRECTION OR MAG. BEARING</u>
BERLAND TOWER	W-G B	8-59-23-5 54-05 117-24	Std.	2,700'	4,000'	277°
FORT ASSINIBOINE LICENSED AFS		LS2-10-62-6-5 54-20-30 114-48-18	Heliport		2,020'	
FOX CREEK * FB/LO	W-H A	2-62-19-5 54-22 116-46	DC-3	4,000'	2,800'	278°
JUDY CREEK * (IMPERIAL OIL)	W-E A	31-63-10-5 54-30 115-30	DC-3	4,000'	3,419'	237°
NOJACK	W-C B	28-53-11-5 53-36 115-34	Std.	2,400'	2,800'	281°
SIMONETTE	W-F B	5-63-25-5 54-25 117-44	Std.	2,900'	3,900'	285°
SWAN HILLS* (HOME OIL)	W-D A	32-66-10-5 54-45 115-28	DC-3	4,000'	4,200'	241°
SWAN HILLS LICENSED AFS		LS14-14-66-10-5 53-43 115-24	Heliport		3,803'	
WHITECOURT *//	Key	25-59-12-5 54-08 115-39	Std.	2,800'	2,400'	255°
WOLF LAKE	W-A B	11-49-15-5 53-13 116-05	Std.	2,500'	3,500'	240°

AIRSTRIPS NORTHERN, EAST, CENTRAL & SOUTHEASTERN ALBERTA

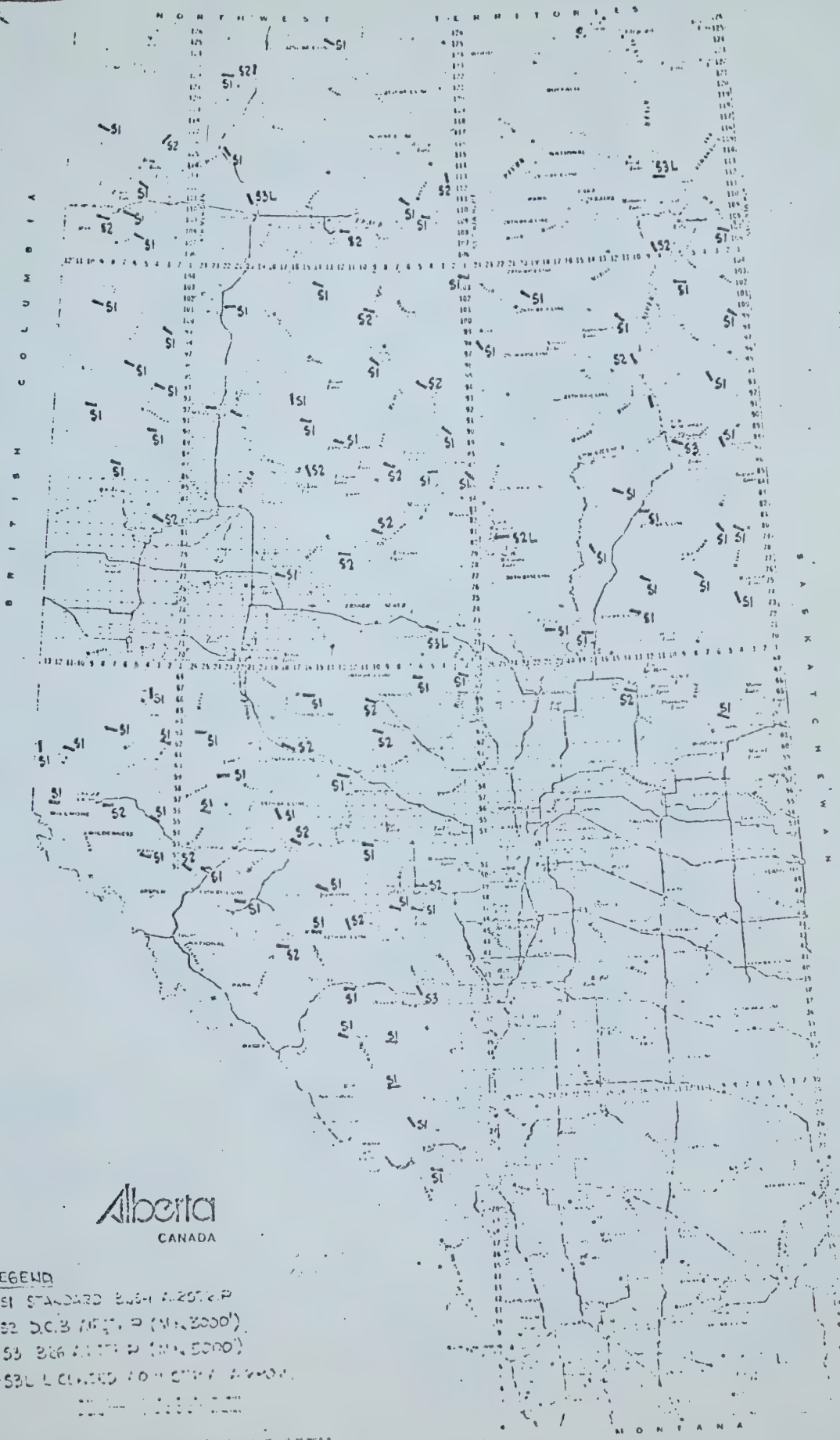
<u>PLACE</u>	<u>LENGTH</u>	<u>SNOW REMOVAL</u>	<u>LIGHTS</u>
BROOKS	H2,800'	V	No lights
BONNYVILLE	2,500'	No snow removal	No lights
CAMROSE	H2,600'	V	Lights
CLARESHOLM	H3,000'	V	No lights
COUTTS - SWEETGRASS - ROSS INT.	H,3000'	V	Lights
CORONATION	2,700'	Snow removal on request Ph. 578-3545	No lights
DRUMHELLER	H3,000'	V	No lights
EMPRESS	3,000'	No snow removal	No lights
FOREMOST	3,000'	No snow removal Ph. 867-3749	No lights K. Koltgen
FORT CHIPEWYAN	5,000'	V	Lights
FORT MCLEOD	H3,200'	Re snow removal Ph. 234-3182 Dr. Walker	No lights
HANNA	H2,600'	V	No lights
HIGH RIVER	H3,000'	Private strip Ph. 652-3132 (Tom Robertson) for use 1 mile south of town	
LLOYDMINSTER	H3,500'	V	Lights
MANYBERRIES	2,600'	No snow removal	No lights
OLDS	3,800'	V - Very rough	No lights
OYEN	H3,000'	V Town of Oyen Ph. 664-3511	No lights
MILK RIVER	3,000'	No snow removal Call 647-3812	No lights
PONOKA	H3,000'	V	Lights
PINCHER CREEK	H3,000'	Private strip - for use call 627-3459 (A. E. Cook)	No lights
ROCKY MOUNTAIN HOUSE	5,400'	V	No lights
SPIRIT RIVER	3,000' gravel	No snow removal	No lights

<u>PLACE</u>	<u>LENGTH</u>	<u>SNOW REMOVAL</u>	<u>LIGHTS</u>
STETTLER	H2,600'	V	Lights until midnight. After midnight Ph. 742-2448 Bus or 742-2241 Re Tom Armstrong
ST. PAUL	H3,000'	V	Lights
TABER	H3,000'	V	No lights
THREE HILLS	3,000'	Gravel V	No lights call Town off Ph. 443-5822 for informati
VEGREVILLE	3,000' gravel (paved 1974)		No lights
VERMILION	4,500' gravel	V	No lights Ph. 853-4097
WAINWRIGHT	H2,500'	V	Lights

Legend

H - Hard surfaced
V - Snow removed

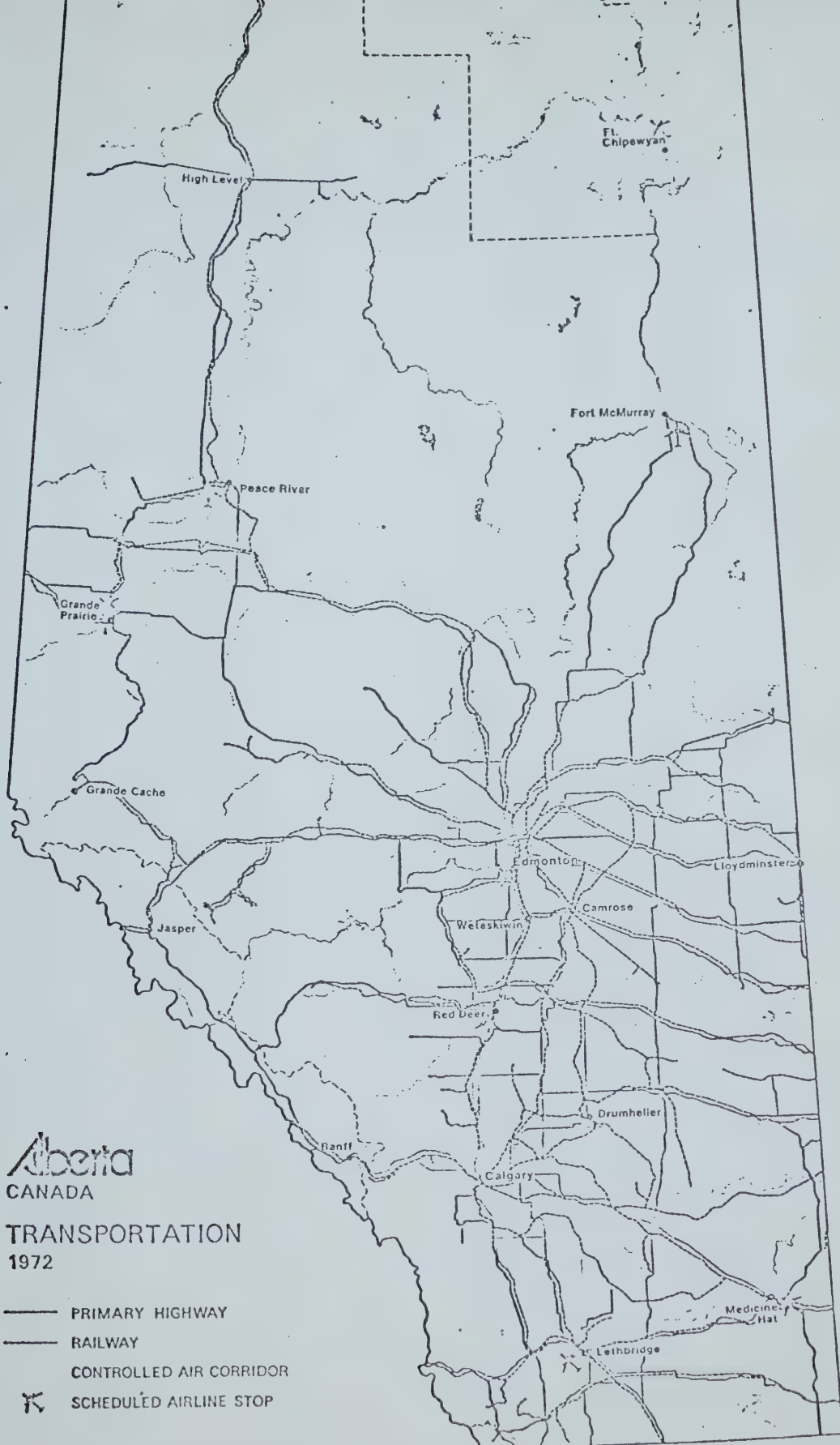
To update this information, call Mr. Graae, Ph. 425-6242 of
Federal Aviation Council.



Alberta
CANADA

LEGEND

- S1 STANDARD BUSH (2500' P)
- S2 D.C.B. (2500' P)
- S3 B.C.B. (2500' P)
- SBL L. (2500' P)



Alberta
CANADA

TRANSPORTATION 1972

- PRIMARY HIGHWAY
- - - RAILWAY
- x - CONTROLLED AIR CORRIDOR
- x - SCHEDULED AIRLINE STOP

PROPOSED AIRPORT DEVELOPMENT POLICY

FOR

ALBERTA

The Concept

1. The concept of airstrip development adopted by the Province of Alberta is one which looks upon airstrips as parts of a transportation system which compliments and is in competition with other modes of transportation. The value or function of a single airstrip cannot be judged in isolation, but it must be judged as part of a chain of airstrips which, when viewed together, form a transportation route.

2. Reasons for Provincial Involvement

/The need for provincial involvement stems from ownership and funding being handled by various levels of government and private enterprise. Development of air facilities has not been co-ordinated and priority for commitment of capital has not always been in keeping with over-all provincial objectives.

3. Program for Consideration

We suggest that four distinct types of airport development programs be considered. These are:

- 2 - 1 Northern Airstrip Development Program
- 2 - 2 Community Airport Development Program
- 2 - 3 Industrial Airport Development Program
- 2 - 4 Special Purpose Development Program

THE POLICY

The key proposed policy decisions are as follows:

1. The province will not own, or operate airports but will enter into agreements with towns, municipalities, counties or airport commissions to do these things.
2. The program of airstrip and airport development would initially give priority to northern locations where the problem of accessibility is most serious, as well as to industrially oriented airports.
3. Since these facilities are to be owned and operated by the communities, it is essential to their successful operation that the communities themselves contribute towards the cost of development. Where it is determined that there are insufficient resources within the community and where there is a need, the province may assume the entire cost.

NORTHERN AIRSTRIP DEVELOPMENT PROGRAM

Air Transportation Policy and Strategy for Remote Communities in Northern Alberta.

1. Policy

To provide facilities for 12 months air transportation (VFR) in all northern communities of 100 to 500 persons without access by road.¹ By northern is meant north of the 55th parallel excluding the Peace River Block.

2. Strategy

2.1 To provide key potential regional centres with airports capable of handling scheduled passenger and freight aircraft on a 24 hour basis during all seasons.

Facilities provided would include:

2.12 graded, gravel runway

2.13 beacon and runway lights

2.14 radio equipment

2.15 terminal building with weather facilities
(small steel prefab building)

2.16 warehouse facilities

2.17 snowplowing, dragging and fire fighting equipment

2.2 To provide centres without road access with 500 or more population with airstrips having the following facilities:

2.21 graded, gravel runway, small terminal building and warehouse

2.22 radio equipment available

2.23 snowplowing, dragging and general maintenance arrangements with local authorities.

1 Wherever possible, airstrips would be located in close proximity to float plane bases in order to serve both types of aircraft and to permit easy transfer of both passengers and freight from one to the other. Upon completion, passenger fares would be considerably lower, scheduled service more dependable and air freight costs could become more competitive with tractor train or truck hauling over winter roads along with greater frequency (and therefore less storage) and less damage to cargo.

These airstrips would be operational at all times of the year during daylight hours for visual flying. They would facilitate scheduled passenger and freight operations hereby reducing access costs and general costs of living without abnormally high per capita sunk capital costs. Access would be more available, in particular to either the regional airports or to the mainline airports.

- 2.3 To provide centres without road access with 100 or more population with a graded or clay landing strip with light gravel. While not as dependable as graded gravel in all weather conditions, they provide for economic and quite dependable service by lighter aircraft (of the twin-otter type or smaller) at relatively low capital cost.
- 2.4 To make provision for airstrips for exploration and development purposes in northern Alberta. These airstrips would be authorized by the provincial government but financed by the exploration or development company involved. They would be available to the general public on an emergency basis only and upon completion of the exploration or development project the control would revert to the provincial government.

3. General

- 3.1 These airports and aerodromes would be both licensed and unlicensed and would be a minimum of 3000 feet in length and a maximum of 4000 feet. They would be constructed to M.O.T. standards.
- 3.2 Sites are selected through aerial photo interpretation and ground study.
- 3.3 Construction would be supervised by our Air Division through tendered contracts or bids, hereby using a large percentage of local labour.
- 3.4 Maintenance and snow removal is a provincial responsibility working on cost sharing with Band Councils, Airlines and Community Councils wherever possible.

- 3.5 Total provincial funding is recommended for these airstrips through our Transport Research and Development Division Budget.

4. Implementation

There is a need for improved accessibility in northern Alberta to stimulate economic activity and to improve the human environment. Economic activity has been broadly classified in this area as "recreational" and "commercial ". Map 1 indicates the concept of air corridors whose function it would be to promote tourism and to stimulate and abet other economic activities. The initiative in the development of specific sites rests with the community and should be undertaken on a priority basis.

The human environment would be improved because of the accessibility provided by these air corridors. As a rule of thumb it is thought that the needs of tourism would be met by airstrips spaced at approximately 50-mile intervals, and the needs of commerce met by airports at approximately 150-mile intervals.

Justification for expenditure of public funds for a specific site is not based solely on the economic activity that may be generated only at that site, but at that which may be generated along the entire corridor. The air corridor is a transportation system. This mode of transportation complements other modes and, at the same time, provides a level of accessibility which is not provided by others.

The intent is not to build sophistication, but accessibility, and the program therefore is aimed towards minimum facilities which meet the federal safety regulations.

5. Program Cost Estimate

- 5.1 Depending upon individual conditions, between 40,000 and 60,000 would be required per strip under item 1 and 2.
- 5.2 It is estimated that approximately 25 centres would be eligible for airstrip assistance under this program (item 1 and 2) initially.

- 5.3 Assuming an average cost figure of \$50,000 per airstrip, the total program would cost about \$1,250,000.

6. Justification for Program

- 6.1 Residents have the same right of access to opportunities and services as all other citizens. This would be the first step in social de-isolation of these communities.
- 6.2 Road access to these communities is extremely expensive.
- 6.3 Capital costs of high quality airports at all locations is expensive.
- 6.4 The level and frequency or intensity of service varies by community size and role.
- 6.5 Access to health and medical facilities would be greatly improved, particularly during period of freeze up and thaw.
- 6.6 Improve real physical access, along with, improved communications, would provide a basic foundation for greater understanding of the larger society; opportunity horizons could be broadened; and a major physical constraint to mobility would be removed.
- 6.7 Considerable employment would be created during the construction stage with some continuing employment during operations; not only would this provide job and income opportunities, it would provide an environment for training or orientation that would further enhance long term employability of those involved.
- 6.8 Scheduled passenger service would reduce transportation costs to residents, and also to the public generally when compared to the present cost of charter float or ski service.

COMMUNITY AIRPORT DEVELOPMENT PROGRAM

1. Summary

- 1.1 Communities or Municipal Airport Commissions may apply to the Alberta Department of Industry and Commerce for the following benefits under the Alberta Community Development Program:
 - 1.11 A grant up to a maximum of \$5000 for the cost of construction, extension, upgrading and improvement of airports, including land acquisition.
 - 1.12 A loan up to a maximum of \$25,000 repayable over 20 years at an interest rate of $\frac{1}{2}$ of 1% over the borrowing rate of the Province of Alberta for approved projects involving the construction, extension, upgrading, improvement of airports.
 - 1.13 A \$1000 annual airport operation grant to assist in the continued maintenance and operation of licensed airports open to the public and listed in the Canada Air Pilot.

2. General Comments

2.1 The purpose of the Alberta Community Airport Development Program is to encourage and assist in the development of airports throughout Alberta, exclusive of that portion of the province coming under the Northern Program, which meet Ministry of Transport standards for safe flying operations and are licensed and available for public use. The program is intended to be flexible enough to meet community needs. The grants and loans are intended to assist communities to develop one runway into or close to the prevailing wind which is a minimum of 2500' long and 75' wide meeting all zoning standards and licensed by the Ministry of Transport for day VFR flying. In order to meet these conditions it may be necessary to obtain title to additional land and in certain instances options or easements on adjacent property in order to ensure the continued operation of the airport. It is for this reason that grants and loans may be used to acquire land. The Alberta Department of Industry and Commerce Airport Development Program has been designed to encourage the maximum of local participation.

3. Community Airport Development Program

3.1 Approved Programs

It is the intention of the Alberta Department of Industry and Commerce to promote the safe development and expansion of civil aviation within the Province of Alberta. In this context preference will be given to applications for grants or loans for the construction, extension, upgrading and improvement of airports. The minimum standard which will be approved will include at least one 2500' x 75' runway meeting all zoning requirements and to be licensed by the Ministry of Transport for day VFR flying. Preference will be given to application for grants and loans for the upgrading, extension or improvement of existing airports. Consideration will be given to only one application for assistance where airports are closer together than 15.0 statute air miles. Applications for grants for the construction of runways which will not meet Ministry of Transport licensing standards may be given consideration only where exceptional conditions apply.

3.2 Regional Municipal Airport Commission

Municipal Airport Commissions, established by one or more municipal governments for the purpose of owning or operating an airport either directly or indirectly through arrangements with local flying clubs, locally based commercial aircraft operators or others, may make application to the Alberta Department of Industry and Commerce for grants and loans available under this program. The airport commission will be responsible for ensuring that the grants and/or loans are used for airport construction, extension, upgrading, improvement and maintenance of an airport with at least one runway licensed by the Ministry of Transport which meets the minimum standards of this program.

Preference will be given to airport commissions established jointly by the municipal governments of towns, villages and rural municipalities located within a radius of 20 mile of the proposed or existing airport site.

Preference will be given to regional airport commissions proposing to locate an airport close to a town or village with a population of 1000 or more.

Preference will be given to applications by airport commissions operating airports on land owned by the airport commission or by one or all of the constituent municipal members and which has ensured, by by-law, that the airport will be protected to ensure its continued operation at a licensable standard for a minimum of 20 years.

A regional airport commission will be responsible for but need not operate the airport itself. It may make such arrangements as it deems necessary and which it is empowered to make under the by-laws by which it is established.

3.3 Grants for Airport Construction

An airport commission may apply to the Department of Industry and

Commerce for a grant which, for approved projects, will cover all direct or out-of-pocket costs of construction, extension, upgrading and improvement of airports, including land acquisition, up to a maximum of \$5000. To encourage the maximum of local participation in the form of cash and/or donated land, materials, equipment and labour from municipal governments, flying club members and aircraft operators the grant can be spread over several years up to a maximum of \$5000 in any 5 year period.

3.4 Loans for Airport Construction

In addition to receiving an airport construction grant, an airport commission, through its constituent municipalities, may apply to the Alberta Department of Industry and Commerce for a loan, available for approved projects involving the construction, extension, upgrading and improvement of airports, including land acquisition. The maximum loan will be \$25,000 repayable annually over a period of 20 years at an interest rate of 1/4 of 1% over the borrowing rate of the Province of Alberta. Airport commissions receiving an airport construction grant are eligible for airport construction loans.

3.5 Grants for Airport Operations

Airport commissions which operate airports properly licensed by the Ministry of Transport at a level of maintenance commensurate with its license, open to the public and listed in the IFR (Instrument Flight Rules) or VFR (Visual Flight Rules) Sections of the Canada Air Pilot may apply to the Department of Industry and Commerce for a grant of \$1000 per year to assist in the continued maintenance and operation of the airport. This grant is to be considered as general revenue of the airport for use in covering the cost of operation, liability insurance, maintenance and improvement of the airport consistent with the Minister of Transport license held by the airport commission.

3.6 Program Cost Estimate

- 3.61 Locations having a population of between 1000 and 5000 persons, were considered. (See attached 1972 Population Data)
- 3.62 Assuming the maximum grant of \$5000 per location and assuming 60 locations, the program cost would be \$300,000. Airports eligible under another section of our program were not included.
- 3.63 Operating grants would amount to a further \$50,000 annually.
- 3.64 Assuming the maximum loan of \$25,000, a further \$1,500,000 would be required.
- 3.65 Total program cost not including annual operating grants thus amounts to \$1,800,000.

3.7 Priority centres for airstrips are indicated on Map 2.

<u>Villages</u>	<u>Population</u>
Fort In	220
Geon	52
Graham	457
Johnson Park, S.V.	5
Mapa	317
New Norway	234
New Sarepta	211
Robleford	401
Roglenwold, S.V.	41
Osany	485
Paradise Valley	174
Penhold	420
Plazondon	190
Point Allison, S.V.	7
Poplar Bay, S.V.	111
Roby	158
Robson Sands, S.V.	2
Rockyford	285
Rosalind	174
Rosemary	189
Ross Haven, S.V.	15
Russey	94
Rycroft	528
Syley	469
Sandy Beach, S.V.	10
Sengudo	377
Seta Beach, S.V.	163
Sextsmith	491
Silver Beach, S.V.	24
Silver Sands, S.V.	4
South View, S.V.	111
Standard	267
Stirling	416
Strose	216
Sundance Beach, S.V.	4
Sunset Point, S.V.	28
Thorild	532
Thorby	582
Tilley	254
Wilmington	132
Winer Valley	208
W. Quentin, S.V.	38
Veteran	264
Vilba	344
Wanham	256
Warburg	453
Warner	446
Waspite	119
Waskatenau	254
Werbley	350
West Cove, S.V.	6
Wilkwood	403
Willingdon	387
Yellowstone, S.V.	3
Youngstown	357
Total	45,434

<u>Municipal Districts</u>	
Cardston #6	4,259
Chicher Creek #9	2,739
Fiber #14	6,871
Willow Creek #26	4,317
Foothills #31	6,455
Acadia #34	676
Rocky View #44	10,433
Starland #7	2,600
Knockhill #48	6,290
Provost #52	2,944
Kilmwright #61	4,454
Romyville #87	12,750
Sturgeon #90	15,926
Vertlock #92	7,378
Sasky River #130	3,994
Swift River #133	1,243
Peace #135	1,640
Edmonton #136	1,745
Total	96,924

<u>Counties</u>	<u>Population</u>
Grande Prairie #1	8,697
Vulcan #2	4,330
Ponoka #3	8,392
Bevill #4	5,098
Warner #5	4,306
Stettler #6	5,610
Thorild #7	4,324
Forty Mile #8	4,104
Beaver #9	6,009
Wetaskiwin #10	8,435
Barrhead #11	5,467
Athabasca #12	6,147
Smoky Lake #13	4,028
Iacombe #14	8,367
Wheatland #16	5,062
Mountain View #17	8,656
Paintearth #18	3,227
St. Paul #19	6,710
Strathcona #20	21,894
Two Hills #21	5,528
Carrose #22	8,285
Red Deer #23	12,943
Vermilion River #24	7,910
Leduc #25	10,294
Lethbridge #26	9,506
Minburn #27	5,551
Lac Ste. Anne #28	6,687
Flagstaff #29	5,977
Lumont #30	5,872
Parkland #31	11,171
Total	219,537

<u>Improvement Districts</u>	
No. 1	3,792
2	472
3	645
4	266
5	1,664
6	132
7	2,220
8	1,728
9	3,572
10	6,313
11	108
12	2,878
13	63
14	7,624
15	2,086
16	3,718
17	11,800
18	9,199
19	2,353
20	2,792
21	3,379
22	3,203
23	4,961
24	231
Total	75,199
SPECIAL AREAS	7,974
GRAND TOTAL	1,658,231

Source: Dept. of Municipal Affairs

1972 POPULATION

Population		Towns		Population		Villages		Population	
	412,777		Peace River		5,071		Chaplin		380
	8,988		Picture Butte		1,062		Chauvin		322
	5,240		Pincher Creek		3,437		Chinook		100
	450,641		Ponoka		4,554		Chipman		104
	13,444		Provost		1,502		Clive		258
	41,608		Rainbow Lake		520		Cluny		74
	4,308		Raymond		2,063		Clyde		243
	26,228		Redcliff		2,242		Concord		670
	27,571		Redwater		1,358		Coutts		429
	6,510		Rimbey		1,465		Cowley		233
			Rocky Mountain House		3,124		Cremora		181
			Sedgewick		758		Crossfield		618
			Slave Lake		2,166		Crystal Springs, S.V.		13
			Smoky Lake		1,075		Czar		217
			Spirit River		1,130		Delburne		391
			Spruce Grove		3,320		Delia		286
			St. Albert		12,637		Derwent		225
			Stavelly		338		Dexterry		198
			Stettler		4,261		Donald		247
			Stony Plain		1,686		Donnelly		292
			St. Paul		4,131		Duchess		237
			Strathmore		1,159		Eggleston		202
			Sundre		962		Elberg		167
			Swan Hills		1,804		Edgerton		295
			Sylvan Lake		1,494		Elmington Beach, S.V.		187
			Taber		4,694		Elmora		220
			Three Hills		1,385		Empress		360
			Tofield		1,078		Entwistle		322
			Trochu		731		Evansburg		535
			Two Hills		1,110		Ferintosh		150
			Valleyview		1,849		Foremost		566
			Vauxhall		1,001		Forestburg		710
			Vegreville		3,867		Fort Assiniboine		180
			Vermilion		2,949		Frank		178
			Viking		1,198		Gadsby		65
			Vulcan		1,612		Galahad		174
			Wainwright		3,735		Ghost Lake, S.V.		111
			Westlock		3,422		Gibbons		696
			Whitecourt		3,155		Girouxville		325
			Total		215,648		Glendon		350
							Glenwood		194
							Golden Days, S.V.		17
							Grandview, S.V.		16
							Grassy Lake		209
							Gull Lake, S.V.		47
							Hairy Hill		136
							Halkirk		177
							Hay Lakes		211
							Heidler		197
							Hill Spring		190
							Hines Creek		428
							Holden		503
							Hughenden		263
							Huscar		169
							Hythe		460
							Innisfree		245
							Irma		436
							Irricana		127
							Island Lake, S.V.		9
							Itaska Beach, S.V.		2
							Kapuskin, S.V.		111
							Kinuso		376
							Kitseoty		342
							Lakeview, S.V.		8
							Lavoy		120
							Legal		565
							Linden		247
							Lomond		175
							Longview		185
							Loughheed		252
							Ma-Me-O Beach, S.V.		100
							Mannville		683
							Karwayne		351
							Millet		546
							Milo		120
							Milburn		119
							Mirror		409

INDUSTRIAL AIRPORT DEVELOPMENT PROGRAM

1. General

- 1.1 Contrary to the Ministry of Transport's Air Traffic Demand index which is a measurement of the relative strength of total demand for air transport, the Province of Alberta recognized an airport as being a first necessary step toward industrialization. With airports available, industry would then have more reason to move into an area previously lacking adequate air facilities. It is suggested that these airports be limited to one per county or towns with demonstrated potential.

2. Requirements and Design

- 2.1 The runway minimum is set at 4500 feet based on the accelerated-stop-distance of the faster corporate aircraft. However, each county is encouraged to build larger than minimum runways - or at least to allow for extension up to 6500 feet. Width to accommodate big twins is set at 75 feet minimum. The runway must be paved. Overruns are set at 200 feet each end and airport property a minimum 400 feet wide. Runway lights and other necessary navigation equipment for both day and night time flying must be installed. The county shall be responsible for the access roads into the airport property. The following table sets out the Minimum Design Criteria.

Minimum Design Criteria

Length of runway	4500 feet
Length of landing strip	4900 feet
Width of runway	75 feet
Width of landing strip	150 feet
Width of primary surface	200 feet

Minimum dimension of airport property is 400 x 4900 feet - or about 36 acres. Recommended minimum pavement design - 30,000 lbs. gross landing. All runway construction must meet M.O.T. standards. The attached diagram sets out the minimum industrial airport design criteria.

3. Application for Assistance

- 3.1 To be made by a Regional Municipal Airport Commission similar to that outlined under the Community Airport Development Program.

4. Funding

- 4.1 A grant up to \$50,000 for the cost of construction, extension, upgrading, and improvement of airports. Land cannot be purchased with grant monies.
- 4.2 A loan of up to a maximum of \$50,000 repayable over 20 years at an interest rate of 1/4 of 1% over the borrowing rate of the Province of Alberta for approved projects.
- 4.3 A \$5000 annual airport operations grant to assist in the continued maintenance and operation of the airport.

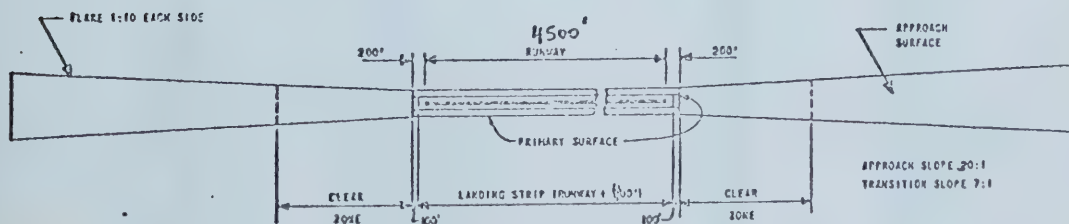
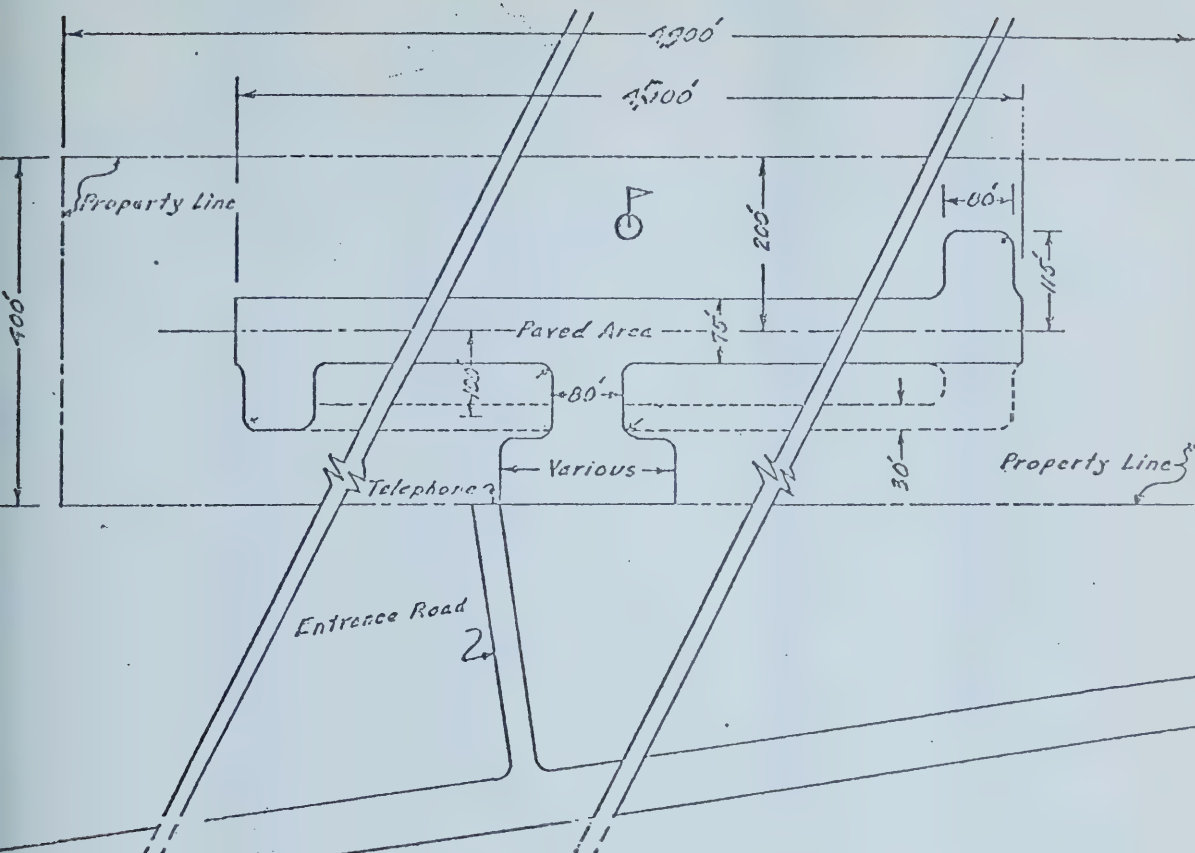
Funds will be approved and administered by the Department of Industry and Commerce, Transport Research and Development Division Air Section. As much local participation as possible is desirable.

It is suggested that this category of airports be built on a priority basis. Priority centres are indicated on Map No. 3. It is desirable that the population of the nearest town or city to the airport be 5000 people or more. (1972 Population Data is attached.)

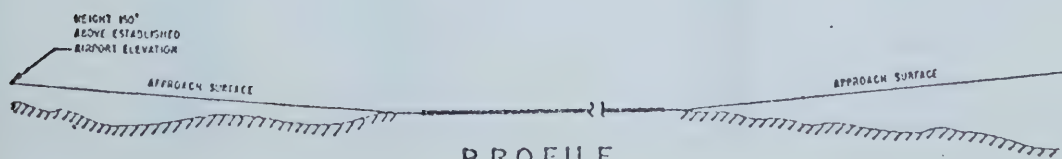
5. Program Cost Estimate

- 5.1 Assuming that 30 municipal districts are eligible under this program and assuming that each one receives the maximum grant, then, \$1,500,000 would be required for this program.
- 5.2 Loans could total a further \$1,500,000.
- 5.3 Operating grants would amount to \$100,000 annually.
- 5.4 Total Program cost not including annual operating grants, would be \$3,000,000.

CRITERIA



PLAN



AIRPORT SURFACES

6

	Population	Towns	Population	Villages	Population
	412,777	Pence River	5,071	Champion	389
	8,938	Picture Butte	1,062	Chauvin	392
	5,240	Pincher Creek	3,437	Chinook	100
	450,641	Ponoka	4,554	Chipman	164
	13,444	Provost	1,502	Clive	253
	41,823	Rainbow Lake	520	Cluny	74
	4,368	Raymond	2,063	Clyde	243
	26,228	Redcliff	2,242	Consort	670
	27,571	Redwater	1,358	Coutts	429
	6,510	Rimbey	1,465	Cowley	233
		Rocky Mountain House	3,124	Cremona	181
		Sedgewick	758	Crossfield	61
		Slave Lake	2,166	Crystal Springs, S.V.	13
		Smoky Lake	1,075	Czar	217
		Spirit River	1,130	Delburne	391
		Spruce Grove	3,320	Delia	246
		St. Albert	12,637	Derwent	225
		Staveland	338	Dewberry	198
		Stettler	4,261	Donalda	247
		Stony Plain	1,686	Donnelly	292
		St. Paul	4,131	Duchess	237
		Strathmore	1,159	Eaglesham	242
		Sundre	962	Elberg	167
		Swan Hills	1,004	Edgerton	296
		Sylvan Lake	1,494	Edmonton Beach, S.V.	147
		Taber	4,694	Elnora	230
		Three Hills	1,385	Empress	360
		Tofield	1,078	Entwistle	329
		Trochu	731	Evansburg	535
		Two Hills	1,110	Ferintosh	150
		Valleyview	1,849	Foremost	586
		Vauxhall	1,091	Forestburg	710
		Vegreville	3,867	Fort Assiniboine	180
		Vermilion	2,949	Frank	178
		Viking	1,198	Gadsby	65
		Vulcan	1,612	Galahad	174
		Wainwright	3,735	Ghost Lake, S.V.	111
		Westlock	3,422	Gibbons	695
		Whitecourt	3,152	Girouxville	345
Total	997,515		215,648	Glendon	559
				Glenwood	194
				Golden Days, S.V.	17
				Grandview, S.V.	16
				Grassy Lake	209
				Gull Lake, S.V.	47
				Hairy Hill	136
				Halkirk	177
				Hay Lakes	211
				Heisler	199
				Hill Spring	190
				Hines Creek	428
				Holden	503
				Hughenden	263
				Hussar	169
				Hythe	480
				Innisfree	245
				Irra	436
				Irricana	127
				Island Lake, S.V.	9
				Itaska Beach, S.V.	2
				Kapuskawin, S.V.	111
				Kinuso	376
				Kitcooty	342
				Lakeview, S.V.	8
				Lavoy	120
				Legal	565
				Linden	247
				Lomond	179
				Longview	185
				Loughheed	251
				Mackinac Beach, S.V.	102
				Manville	665
				Marwayne	391
				Millet	547
				Milo	171
				Milburn	111
				Mirror	41

<u>Villages</u>	<u>Population</u>
Krahn	220
Wason	52
Wagon	457
Wagon Park, S.V.	5
Wapiti	317
Waworway	234
Wew Sarepta	211
Wheelerford	401
Wheelerwald, S.V.	41
Wheeler	485
Wheeler Valley	174
Wheeler	420
Wheeler	190
Wheeler, S.V.	7
Wheeler Bay, S.V.	N11
Wheeler	158
Wheeler Sands, S.V.	2
Wheelerford	285
Wheeler	174
Wheeler	109
Wheeler, S.V.	15
Wheeler	94
Wheeler	528
Wheeler	469
Wheeler	10
Wheeler Peach, S.V.	377
Wheeler	163
Wheeler Beach, S.V.	491
Wheeler	24
Wheeler, S.V.	4
Wheeler, S.V.	N11
Wheeler	267
Wheeler	416
Wheeler	216
Wheeler Beach, S.V.	4
Wheeler Point, S.V.	28
Wheeler	532
Wheeler	522
Wheeler	254
Wheeler	132
Wheeler Valley	603
Wheeler, S.V.	38
Wheeler	264
Wheeler	344
Wheeler	256
Wheeler	453
Wheeler	446
Wheeler	119
Wheeler	254
Wheeler	360
Wheeler, S.V.	6
Wheeler	403
Wheeler	387
Wheeler, S.V.	3
Wheeler	357
Total	45,434

<u>Municipal Districts</u>	
Wheeler #6	4,259
Wheeler Creek #9	2,739
Wheeler #14	6,871
Wheeler Creek #26	4,317
Wheeler #31	6,455
Wheeler #34	896
Wheeler View #44	10,433
Wheeler #47	2,600
Wheeler #48	6,290
Wheeler #52	2,944
Wheeler #61	4,454
Wheeler #67	12,750
Wheeler #70	15,926
Wheeler #92	7,378
Wheeler River #130	3,984
Wheeler River #133	1,243
Wheeler #135	1,640
Wheeler #136	1,745
Total	95,924

<u>Counties</u>	<u>Population</u>
Grande Prairie #1	8,697
Vulcan #2	4,330
Ponoka #3	8,392
Newell #4	5,898
Warner #5	4,366
Stettler #6	5,640
Thorhild #7	4,324
Forty Mile #8	4,104
Beaver #9	6,009
Wetaskiwin #10	8,435
Barrhead #11	5,467
Athabasca #12	6,147
Smoky Lake #13	4,028
Lacombe #14	8,367
Wheatland #16	5,062
Mountain View #17	8,656
Paintearth #18	3,227
St. Paul #19	6,710
Strathcona #20	21,894
Two Hills #21	5,528
Carroose #22	8,285
Red Deer #23	12,943
Vermilion River #24	7,910
Edmonton #25	10,294
Lethbridge #26	9,506
Minburn #27	5,591
Lac Ste. Anne #28	6,637
Flagstaff #29	5,977
Lamont #30	5,872
Parkland #31	11,171
Total	219,537

<u>Improvement Districts</u>	
No. 1	3,792
2	472
3	645
4	266
5	1,664
6	132
7	2,220
8	1,729
9	3,572
10	6,313
11	108
12	2,878
13	63
14	7,624
15	2,086
16	3,718
17	11,800
18	9,199
19	2,353
20	2,792
21	3,379
22	3,203
23	4,961
24	231
Total	75,199

SPECIAL AREAS	7,974
GRAND TOTAL	1,658,231

Source: Dept. of Municipal Affairs

SPECIAL PROJECTS AIRPORT ASSISTANCE PROGRAM

Airports covered under this program would be of predominantly local interest in a principal industrial or market area and used by private aircraft operators, commercial air services for support of business, industry and tourist activities. The airport would also be used on a frequent and continuing basis by business and charter aircraft. The airport would have a definite potential as a "feeder" or "secondary airport" under the M.O.T. airport classification code. (e.g. Jasper - Hinton Airport).

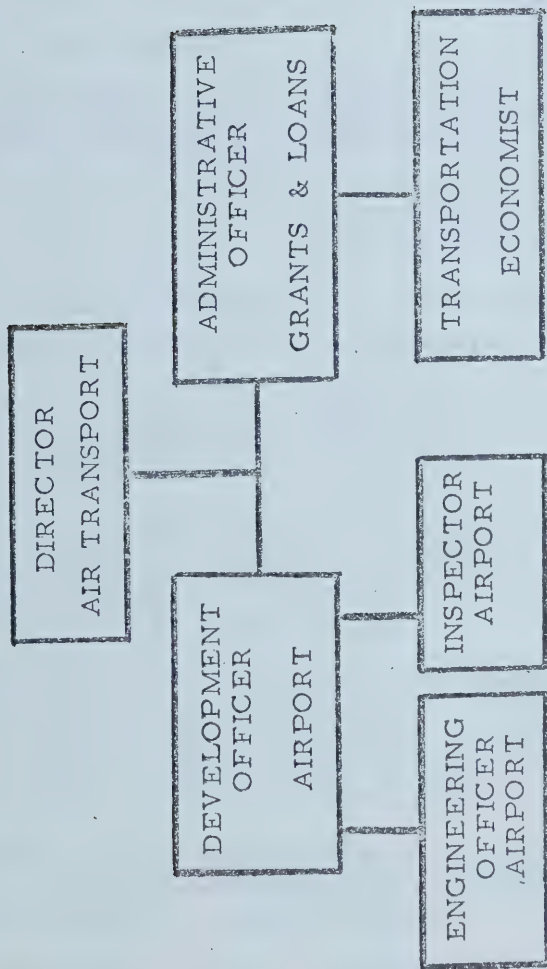
Each such project would be assessed on its own merits including joint funding under various federal programs. Should additional sums still be required, the project would then come under the jurisdiction of this program and necessary funds allocated by means of a special appropriation.

PROGRAM ADMINISTRATION

The Airport Development Program should be administered by a separate section under the direction of the Aviation Branch Director. A suggested responsibility flow sheet indicates the duties of each position in broad terms only. Further refinements would probably have to be made.

The Aviation Branch would be responsible for evaluating and deciding on the airport location. The actual airport construction would be undertaken either by private local companies on a tender basis or by our Department of Highways. Design criteria is similar to a regular highway construction project. Upon completion, the Community Airport Commission would then operate the airport as a public facility.

A suggested loan application is also included.



POSITION CLASSIFICATION DESCRIPTION

1: (To be completed by the immediate supervisor or authorized official)

Department Industry and Commerce

6. Position Number 16240026

Branch Transport Research & Development

7. Present Class Title

Section Air Transport

8. (a) Creation ☒

(b) Proposed Class Title Trans. Dev. Off. II
Airport

Location Edmonton

9. (a) Change ☐

(b) Proposed Class Title

Employee's Name New position

(c) Updating ☐ Resurvey ☐

DESCRIBE IN ORDER OF IMPORTANCE and in point form the WORK assigned to this position. For each different duty or function performed show typical examples. BE BRIEF. Remember that the duties would be those assigned a fully trained employee. Show approximate percentage of time spent on each duty or function.

ime	Job Description
	Under direction of Director - Air Transport, plans, organizes and directs the Airport Development Program. 1. Make site visits to investigate and select suitable locations for airport development, examine and assess proposed improvements at existing airports. 2. Direct cost/benefit analysis of proposed financial assistance to municipalities for airport development and prepare alternatives on which decisions may be made regarding the extent of aid which should be granted. 3. Develop and direct cost/benefit analyses and economic studies for proposed airport construction and other installations; determining and recommending, on the basis of these studies, the amount of Provincial assistance (grants and/or loans) to be made available to the municipality requesting the assistance. 4. Communicating with applicants and with Director during all phases from date of application to final payment of the grant and/or loan upon final completion. 5. Coordinating with construction contractor (for initial survey, design drawings for airport layout, construction drawings and periodic site inspection from commencement of work to completion of project), the applicant and Director during all phases from date of application to completion of project. 6. Direct T.D.O. Engineer as required in site projects. 7. Direct T.D.O. Economist as required in cost benefit analysis. 8. Represent the Director, as required, in meetings with local civic bodies, municipal officials, representatives of business, industry, and professions for the purpose of explaining the financial assistance policy details and conditions.

Of the duties listed in Item 10 which are the most;

(A) Complex? 1, 2, 3, 4, 5

(B) Important? 6, 7, 8

List the machines or equipment used and the percentage of time on each.

Immediate Supvr.: Name Thomas M. Watt Position No. 16240021 Class Title Director - Air Transport

What matters must the incumbent refer to his immediate supervisor? Those of major importance

How is the incumbent of this position supervised? Minimal

Employees supervised by this position; indicate by name, position no. and Class title. New Positions

Indicate the basic knowledges, abilities, skills, experience and education which you think a new employee being appointed to this position should possess. Keep in mind the requirements of the position, not the qualifications of the present incumbent in the position

	Basic Qualifications	Additional Desirable Qualifications
Education, general	Senior Metriculation	
Education, special or professional	M.O.T. Airport Licensing Course	
Experience, length in years and kind	Minimum of 10 years M.O.T.	
Licenses, certificates or registration	Ability to maintain effective liason with aviation industry	
Special knowledges, abilities and skills	Air Transport Pilot License	
Age, sex, physical requirements or other factors	Proven ability in airport licensing	

Date December 12, 1973 Compiled by T. M. Watt Class Title Director - Air Transport
Approved by Class Title

NOTE: Upon completion, a copy of Form PAO 81(A) should be made available to the employee of the position.
Please forward original of Form PAO 81(A) to your Section or Division Head.

POSITION CLASSIFICATION DESCRIPTION

PART I: (To be completed by the immediate supervisor or authorized official)

Department Industry & Commerce
Branch Transport Research & Development
Section Air Transport
Location Edmonton
Employee's Name New Position

6. Position Number 16240027
7. Present Class Title
8. (a) Creation ☒
(b) Proposed Class Title Trans. Dev. Off.
Engineer
9. (a) Change ☐
(b) Proposed Class Title
(c) Updating ☐ Resurvey ☐

DESCRIBE IN ORDER OF IMPORTANCE and in point form the WORK assigned to this position. For each different duty or function performed show typical examples. BE BRIEF. Remember that the duties would be those assigned a fully trained employee. Show approximate percentage of time spent on each duty or function.

% Time	Job Description
1.	Provide engineering analysis for proposed airport development.
2.	Examine and assess proposed improvements at existing airports.
3.	Analyze and evaluate construction contractor surveys, design drawings and construction drawings for proposed airport development.
4.	Provide cost benefit analysis for proposed airport development.
5.	Other duties as required.

Of the duties listed in Item 10 which are the most;

(A) Complex?

1, 3, 4,

(B) Important?

2

List the machines or equipment used and the percentage of time on each.

% % % %

Immediate Supvr.: Name

Position No.

16240026

Class Title

Trans. Dev. Off.
Airport

What matters must the incumbent refer to his immediate supervisor?

Those of major importance

How is the incumbent of this position supervised?

Directly by Trans. Dev. Off. Airport

Employees supervised by this position; indicate by name, position no. and Class title.

N.A.

Indicate the basic knowledges, abilities, skills, experience and education which you think a new employee being appointed to this position should possess. Keep in mind the requirements of the position, not the qualifications of the present incumbent in the position

	Basic Qualifications	Additional Desirable Qualifications
Education, general	Senior Metric	
Education, special or professional	B.Sc. Civil Engineering	
Experience, length in years and kind	Five - Ten	
Licenses, certificates or registration	Registered Prof. Engr.	
Special knowledges, abilities and skills	Highway Const. Cost Estimates	
Age, sex, physical requirements or other factors		

December 13, 1973

Compiled by T. M. Watt

Class Title Director - Air Transport

Approved by

Class Title

NOTE: Upon completion, a copy of Form PAO 81(A) should be made available to the employee of the position.

Please forward original of Form PAO 81(A) to your Section or Division Head.

POSITION CLASSIFICATION DESCRIPTION

Part I: (To be completed by the immediate supervisor or authorized official)

Department Industry & Commerce

6. Position Number 16240028

Branch Transport Research & Development

7. Present Class Title

Section Air Transport

8. (a) Creation ☒

(b) Proposed Class Title

Trans. Dev. Off.

Transportation Economist

Location Edmonton

9. (a) Change ☐

(b) Proposed Class Title

(c) Updating ☐

Resurvey ☐

Employee's Name New Position

DESCRIBE IN ORDER OF IMPORTANCE and in point form the WORK assigned to this position. For each different duty or function performed show typical examples. BE BRIEF. Remember that the duties would be those assigned a fully trained employee. Show approximate percentage of time spent on each duty or function.

% Time	Job Description
1.	Analyze M.O.T. Regulations, tariff rates and operating costs of air carriers.
2.	Prepare cost/benefit analysis of proposed financial assistance to municipalities for airport development.
	Prepare cost/benefit analysis and economic studies for proposed airport construction.
4.	Prepare route analyses of intra-provincial air carrier routes.
5.	Prepare direct operating cost analyses using third level type carrier aircraft over proposed intra-provincial routes.
6.	Other duties as required.

Of the duties listed in Item 10 which are the most;

(A) Complex? 2, 3, 4, 5

(B) Important? 1

List the machines or equipment used and the percentage of time on each.

Immediate Supvr.: Name T. M. Watt Position No. 16240021 Class Title Director-Air Transport

What matters must the incumbent refer to his immediate supervisor?
Those of major importance

How is the incumbent of this position supervised?
Directly by Director

Employees supervised by this position; indicate by name, position no. and Class title.
N/A

Indicate the basic knowledges, abilities, skills, experience and education which you think a new employee being appointed to this position should possess. Keep in mind the requirements of the position, not the qualifications of the present incumbent in the position

	Basic Qualifications	Additional Desirable Qualifications
Education, general	Senior Metric	
Education, special or professional	University B. Commerce	
Experience, length in years and kind	5 - 10	
Licenses, certificates or registration		
Special knowledges, abilities and skills	Statistical Analyst	
Age, sex, physical requirements or other factors		

December 13, 1973 Compiled by T. M. Watt Class Title Director Air Transport
Approved by Class Title

NOTE: Upon completion, a copy of Form PAO 81(A) should be made available to the employee of the position.
Please forward original of Form PAO 81(A) to your Section or Division Head.

ALBERTA DEPARTMENT OF INDUSTRY AND COMMERCE

AIRPORT ASSISTANCE PROGRAM

APPLICATION

Mail To: Transport Research & Development Division
Department of Industry and Commerce
1702 Centennial Building
EDMONTON, Alberta. T5J 0H4

1. AIRPORT NAME

2. OPERATED BY (Name of municipal airport commission)

3. MAILING ADDRESS OF AIRPORT COMMISSION

4. TELEPHONE OF AIRPORT COMMISSION

5. TELEPHONE AT AIRPORT

6. TOWNS AND MUNICIPALITIES REPRESENTED ON AIRPORT COMMISSION

Town or RM

Name of representatives

7. LIST OF OFFICERS OF MUNICIPAL AIRPORT COMMISSION

8. DOES MUNICIPAL AIRPORT COMMISSION OPERATE AIRPORT ITSELF?

YES

NO

IF NO, PROVIDE NAME, ADDRESS AND TELEPHONE OF PEOPLE OR ORGANIZATION
OPERATING AIRPORT FOR MUNICIPAL AIRPORT COMMISSION

NAME OF PERSON

NAME OF ORGANIZATION

ADDRESS

TELEPHONE

9. COMMUNITIES SERVED BY AIRPORT INCLUDING POPULATION AND DISTANCE TO
AIRPORT BY ROAD.

COMMUNITY

POPULATION

DISTANCE

10. IS THERE AN EXISTING AIRPORT?

YES

NO

11. IS THE AIRPORT LICENSED AS

PUBLIC

DAY

VFR

PRIVATE

NIGHT

IFR

12. IS THE AIRPORT LISTED IN

o THE CANADA AIR PILOT

YES

NO

o AERONAUTICAL CHARTS

YES

NO

o THE CANADIAN AERODROME DIRECTORY

YES

NO

13. GIVE LEGAL DESCRIPTION OF PROPERTY ON WHICH AIRPORT IS LOCATED. (USE SEPARATE SHEET IF NECESSARY).

14. DOES MUNICIPAL AIRPORT COMMISSION OWN PROPERTY ON WHICH AIRPORT IS LOCATED?

YES

NO

15. IF AIRPORT PROPERTY IS LEASED GIVE DETAILS OF LEASE INCLUDING LENGTH OF LEASE, EXPIRY DATES, RIGHTS OF RENEWAL.

16. ARE RUNWAY APPROACH AND SIDE ZONES PROTECTED BY PROPERTY OWNERSHIP OR EASEMENTS? YES NO

GIVE DETAILS.

17. LIST DETAILS OF EXISTING FACILITIES.

(a) GEOGRAPHIC COORDINATES

o

N

o

W

(b) AERODROME ELEVATION AT HIGHEST POINT ON AIRPORT
FEET ABOVE SEA LEVEL

17. (continued)

(c) RUNWAYS

- o MAGNETIC BEARING
- o DIMENSIONS OF RUNWAY
- o DIMENSION OF GRADED
AREA ABUTTING RUNWAY
- o DIMENSIONS OF CLEARED
AREA BEYOND GRADED AREA :
- o NATURE OF RUNWAY SURFACE
- o NATURE OF RUNWAY SUBSOIL
- o NATURE OF RUNWAY DRAINAGE

(d) TAXIWAYS

- o DIMENSIONS OF TAXIWAYS
- o NATURE OF TAXIWAY SURFACE
- o NATURE OF TAXIWAY SUBSOIL

(e) AIRCRAFT PARKING RAMP

- o DIMENSIONS OF RAMP
- o NATURE OF RAMP SURFACE
- o NATURE OF RAMP SUBSOIL

(f) RUNWAY LIGHTING SYSTEMS

(g) TAXIWAY LIGHTING SYSTEMS

17. (continued)

(h) WIND INDICATOR

LIGHTED

UNLIGHTED

(i) ROTATING BEACON (TYPE)

(j) TYPE OF MARKERS ON

- o RUNWAYS
- o TAXIWAYS
- o RAMPS

18. LIST ALL SIGNIFICANT OBSTRUCTIONS WITHIN A 5 MILE RADIUS OF THE AIRPORT
GIVING HEIGHT ABOVE SEA LEVEL AND LOCATION.

19. CAN RUNWAYS BE ECONOMICALLY EXTENDED?

YES

NO

IF SO, GIVE MAGNETIC BEARINGS

DESCRIBE BRIEFLY WHAT IS INVOLVED.

20. DESCRIBE OTHER AIPTORT FACILITIES.

(a) FIRE FIGHTING APPARATUS

(b) FIRST AID EQUIPMENT

(c) REFUELING

(d) ELECTRIC POWER

(e) WATER

20. (continued)

(f) PASSENGER SHELTER

(g) LAVATORY

(h) TELEPHONE

(i) TRANSPORTATION TO NEAREST TOWN

(j) ACCOMMODATION IN NEAREST TOWN

21. DESCRIBE AIRPORT IMPROVEMENT BEING CONSIDERED. INCLUDING OUT OF POCKET COSTS AND DETAILS OF DONATED EQUIPMENT, MATERIAL AND LABOUR. ATTACH DRAWING.

21. (continued)

22. WHAT IS THE TOTAL COST OF THE PROJECT.

23. WHAT ASSISTANCE IS REQUESTED FROM THE ALBERTA DEPARTMENT OF INDUSTRY AND COMMERCE.

GRANT OF \$

LOAN OF \$

REPAYABLE OVER

YEARS

24. HAS THE MUNICIPAL AIRPORT COMMISSION RECEIVED A GRANT WITHIN THE PAST FIVE YEARS? YES NO

IF YES, GIVE DATE OF GRANT AND AMOUNT

25. GIVE DETAILS OF HOW MUNICIPAL AIRPORT COMMISSION WILL OBTAIN SUFFICIENT MONIES TO REPAY LOAN.

26. STATE NUMBERS OF BY-LAWS ESTABLISHING THE MUNICIPAL AIRPORT COMMISSION AND DATES OF PASSAGE IN EACH PARTICIPATING MUNICIPALITY.

27. WE, THE DULY AUTHORIZED SIGNING OFFICERS OF THE _____
AIRPORT COMMISSION MAKE APPLICATION TO THE ALBERTA DEPARTMENT OF
INDUSTRY AND COMMERCE FOR A GRANT OF \$ _____ AND/OR A LOAN
OR \$ _____ TO BE USED TO COVER THE OUT OF POCKET COSTS
OF CONSTRUCTION, EXTENSION, UPGRADING AND IMPROVEMENT OF THE
_____ AIRPORT. WE UNDERSTAND THAT THIS AIRPORT WILL BE
OPERATED IN A MANNER PERMITTING ITS CONTINUED USE AS AN AIRPORT.

signed _____ (name) _____ (title)

_____, Alberta _____ 197__
(town or municipality) (date)

FOR OFFICE USE ONLY

WILL AIRPORT MEET MINISTRY OF TRANSPORT MINIMUM LICENSING STANDARDS FOR

DAY

VFR

NIGHT

IFR

CAN AIRPORT BE EXPANDED TO INCLUDE AT LEAST ONE 2500' x 100' RUNWAY LICENSED
FOR NIGHT OPERATIONS?

YES

NO

GENERAL COMMENTS.

DATE _____ SIGNED BY _____

Ministry of Transport.

AIRPORT CONSTRUCTION BUDGET PROJECTION

Total Program Projection

1. Northern	\$1,250,000
2. Community	\$1,800,000
3. Industrial	\$3,000,000
	<u>\$6,050,000</u>

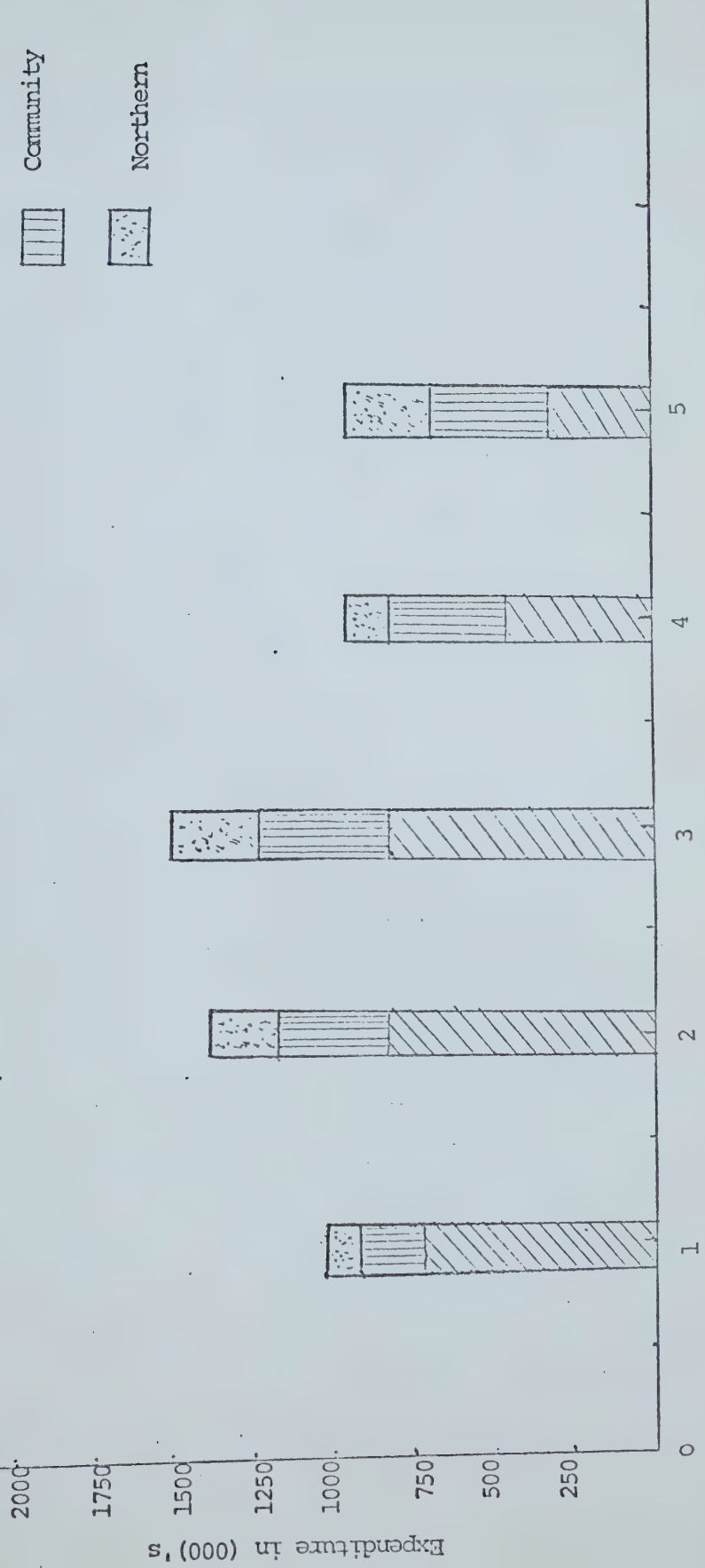
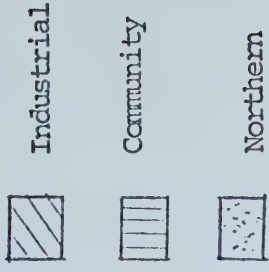
Note: Program Administration Expenditure as well as Airport Operating Grants are not included in this total.

Five Year Program Projection

<u>Program</u>	<u>Year</u>				
	<u>in (000's)</u>				
	<u>1st.</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>
Northern Program	150,	200,	300,	300,	300,
Community Program	200,	360,	430,	410,	400,
Industrial Program	700,	800,	800,	400,	300,
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Total	1,050,	1,360,	1,530,	1,110,	1,000,

5 YEAR BUDGET PROJECTION

KEY



Department of
Lands & Forests

AIRSTRIP SPECIFICATIONS

ANALYSIS OF ALBERTA AIR FACILITIES

I. HARD SURFACE RUNWAYS

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>NO. LICENSED</u>
MINISTRY OF TRANSPORT	7	7
CANADIAN ARMED FORCES	3	
FEDERAL DEFENSE BOARD	1	
CITIES	5	5
TOWNS & MUNICIPALITIES	13	12
OIL COMPANIES	1	
BUSINESS FIRMS	1	1
INDIVIDUALS	1	
ALTA. FORESTRY SERVICES	1	1
TOTAL	<u>33</u>	<u>26</u>

II. GRAVEL SURFACE RUNWAYS

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>NO. LICENSED</u>
DEPT. OF INDIAN AFFAIRS (FEDERAL)	1	
ALTA. FORESTRY SERVICES	14	3
TOWNS & MUNICIPALITIES	11	10
BOARDS OF TRADE	1	1
OIL COMPANIES	13	
BUSINESS FIRMS	1	
INDIVIDUALS	6	2
AIRLINES	1	1
TOTAL	<u>48</u>	<u>17</u>

III. TURF SURFACE RUNWAYS

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>NO. LICENSED</u>
MINISTRY OF TRANSPORT	1	1
DEPT. OF INDIAN AFFAIRS (FEDERAL)	5	2
CANADIAN ARMED FORCES	1	
ALTA. DEPT. OF HIGHWAYS	1	1
ALTA. FORESTRY SERVICES	82	
CITIES	1	1
TOWNS & MUNICIPALITIES	13	7

III. TURF SURFACE RUNWAYS cont'd

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>NO. LICENSED</u>
BUSINESS FIRMS	8	2
INDIVIDUALS	218	1
CHAMBER OF COMMERCE	2	2
OIL COMPANIES	25	
FARM/RANCH COMPANIES	11	1
FLYING/COMMUNITY CLUBS	3	
AIR LINES	1	1
RESEARCH SUB-STATION	1	
MONTANA AERO COMMITTEE (COUTTS)	1	
TOTAL	<u>374</u>	<u>19</u>

IV. WATER BASES

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>NO. LICENSED</u>
AIRLINES	1	1
ALTA. FORESTRY SERVICES	22	1
ALTA. DEPT. OF HIGHWAYS	1	
TOTAL	<u>24</u>	<u>2</u>

V. HELIPORTS, COPTER LANDINGS

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>NO. LICENSED</u>
CITIES	1	1
COMPANIES	1	1
HOSPITALS	2	2
MINISTRY OF TRANSPORT	2	
ALTA. FORESTRY SERVICES	17	
TOTAL	<u>23</u>	<u>4</u>

<u>TOTAL NO. OF FACILITIES</u>	<u>NO.</u>	<u>NO. LICENSED</u>
AIRPORTS, AIRDROMES, LANDING STRIPS	455	62
WATER BASES	24	2
HELIPORTS, COPTER LANDINGS	23	4
	<u>502</u>	<u>68</u>

LICENSED

HARD SURFACE RUNWAYS	6.6%	5.2%
GRAVEL SURFACE RUNWAYS	9.6%	3.4%
TURF SURFACE RUNWAYS	74.8%	3.8%
WATER BASES	4.6%	.4%
HELIPORTS	4.4%	.8%
	<u>100.0%</u>	<u>13.6%</u>

<u>OWNER/OPERATOR</u>	<u>NO.</u>	<u>LICENSED</u>
FEDERAL GOVT. (ALL DEPTS.)	22	10
ALTA. DEPT. OF HIGHWAYS	2	1
ALTA. FORESTRY SERVICES	136	5
CITIES	7	7
TOWNS & MUNICIPALITIES	37	29
OIL COMPANIES	39	
BUSINESS FIRMS	10	3
PRIVATE INDIVIDUALS	225	3
CLUBS & ORGANIZATIONS	7	3
FARMS/RANCH COMPANIES	11	1
AIR LINES	4	4
HOSPITALS	<u>2</u>	<u>2</u>
	502	68

OWNER/OPERATOR %

PRIVATE INDIVIDUALS	45.0%
ALTA. FORESTRY SERVICES	27.2%
OIL COMPANIES	7.5%
TOWNS & MUNICIPALITIES	7.3%
FEDERAL GOVT.	4.4%
FARM/RANCH COMPANIES	2.2%
BUSINESS FIRMS	2.0%
CITIES	1.4%
CLUBS/ORGANIZATIONS	1.4%
AIR LINES	.8%
ALTA. DEPT. OF HIGHWAYS	.4%
HOSPITALS	.4%
	<u>100.0%</u>

% LICENSED (AIRPORT STATUS) 13.6%

ALBERTA AIR FACILITIESRevised Sept 7/73

M.O.T. - MINISTRY OF TRANSPORT
C.A.F. - CANADIAN FORCES
A.F.S. - ALBERTA FORESTRY SERVICES

1. HARD SURFACE RUNWAYS (PAVED)

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
AIRDRIE	L	3000'	100'	ARMADA BLDGS. CALGA
BROOKS	L	2600'	75'	TOWN
CALGARY INT'L	L	12,600'	200'	M.O.T. (A.F.S.)
CAMP WAINWRIGHT WEST		7300'	100'	C.A.F.
CAMROSE	L	2500'	150'	CITY of CAMROSE
CARDSTON	L	3500'	75'	TOWN of CARDSTON
CLARESHOLM	L	3100'	100'	TOWN & MUNICIPALITY
COLD LAKE		12,600'	200'	C.A.F. (A.F.S.)
DRUMHELLER	L	3000'	75'	CITY OF DRUMHELLER
EDMONTON IND.	L	5100'	200'	CITY OF EDMONTON
EDMONTON INT'L	L	11,000'	200'	M.O.T.
ENSIGN		3000'	100'	HANSEN & PARLOW VULCAN
FAIRVIEW	L	3000'	75'	TOWN of FAIRVIEW (A.F.
FORT MacLEOD	L	3000'	100'	TOWN OF FORT MacLEOD
FORT McMURRAY	L	6000'	150'	M.O.T. (A.F.S.)
GRANDE PRAIRIE	L	6500'	200'	M.O.T. (A.F.S.)
INNISFAIL	L	3000'	100'	TOWN OF INNISFAIL
KIRCALDY		2200'	150'	COUNTY OF VULCAN
LACOMBE	L	3000'	75'	TOWN OF LACOMBE
LETHBRIDGE	L	6500'	200'	M.O.T. (A.F.S.)
LLOYDMINSTER	L	3500'	75'	CITY OF LLOYDMINSTER
MEDICINE HAT	L	5000'	150'	MUNICIPALITY
NAMAO		14,000'	200'	C.A.F.
PEACE RIVER	L	5000'	150'	M.O.T. (A.F.S.)
PONOKA	L	3000'	75'	TOWN OF PONOKA
RED DEER IND.	L	3500'	100'	CITY OF RED DEER

1. HARD SURFACE RUNWAYS (CONT'd)

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
SLAVE LAKE	L	5000'	150'	A. F. S.
SOUTH CALGARY		3000'	150'	CORDILLERA PETROLEU OKOTOKS
SPRING BANK	L	3000'	75'	M. O. T.
ST. PAUL	L	3000'	75'	TOWN OF ST. PAUL
SUFFIELD		6000'	200'	DEFENSE RESEARCH BOARD SUFFIELD
TABER	L	3000'	75'	TOWN OF TABER
VERMILION	L	3200'	75'	TOWN OF VERMILION

A.F.S. - ALBERTA FORESTRY SERVICE

11. GRAVEL SURFACE RUNWAYS

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
ANDREW		2500'	200'	B. KRÝZANOSKI
BONNYVILLE	L	2500'	75'	TOWN of BONNYVILLE
CHEVRON STANDARD (EDSON FOREST)		4200'	100'	A.F.S.
COCHRANE		2500'	60'	K PAGET
CORONATION	L	2800'	75'	TOWN of CORONATION
CYPRESS		3800'	100'	A.F.S.
DOME ZAMA		3000'	200'	DOME PETROLEUM
DRAYTON VALLEY		3500'	200'	MOBIL OIL (A.F.S.)
DRAYTON VALLEY	L	4000'	100'	TOWN of DRAYTON VALLEY
EDSON	L	3800'	75'	TOWN of EDSON (A.F.S.)
EMBARRAS		4400'	310'	A.F.S.
FOOTNER LAKE	L	5000'	150'	A.F.S.
FORT CHIPEWYAN	L	5000'	150'	A.F.S.
FORT VERMILION	L	3000'	100'	BOARD OF TRADE (A.F.S.)
FOX CREEK		4000'	200'	A.F.S.
GULF IMPERIAL ZAMA		5280'	250'	GULF OIL CO. (A.F.S.)
HABAY (ASSUMPTION SAWMILL)		3000'	150'	DEPT. OF INDIAN AFFAIRS (A.F.S.)
HANNA	L	2600'	75'	TOWN of HANNA
HIGH RIVER (HIGHWOOD's)	L	3000'	165'	T. ROBERTSON
HOTCHKISS		2700'		A.F.S.
H.B. BRAZEAU (DAM)		4400'	150'	HUDSON'S BAY OIL & GAS (A.F.S.)
JASPER/HINTON	L	4700'	100'	G. FONTAINE EDMON A.F.S.
JUDY CREEK		4000'	100'	IMPERIAL OIL CO. (A.F.S.)
MANNING		4000'	150'	A.F.S.
MARTEN HILLS		3000'	100'	HOME OIL CO. (A.F.S.)
MILDRED LAKE		5300'	150'	SYNCRUDE CANADA I FORT McMURRAY
OYEN		3000'	75'	TOWN of OYEN
RAINBOW LAKE	L	4900'	120'	TOWN OF RAINBOW LAKE (A.F.S.)
RAINBOW MOBIL (SOCONY)		3686'	300'	MOBIL OIL HIGH LEV (A.F.S.)

11. GRAVEL SURFACE RUNWAYS CONT'D)

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
RAINBOW PUMP STN. (PEACE RIVER FOREST)		3000'	100'	A.F.S.
SIMONETTE		3600'	150'	SHELL OIL CO. VALLEYVIEW (A.F.S.)
SMOKY TOWER		2955'	103'	A.F.S.
SPIRIT RIVER	L	2800'	75'	TOWN OF SPIRIT RIVER
ST. ALBERT	L	4000'	150'	ST. ALBERT AIRPORT
STEEN RIVER		5000'	150'	A.F.S.
STEEPBANK RIVER		2400'	150'	A.F.S.
STETTTLER	L	2100'	75'	TOWN OF STETTTLER
SWAN HILLS		4000'	100'	HOME OIL CO. (A.F.S.)
TABER		2400'	100'	W. VALGARDSON
THREE HILLS	L	2800'	75'	TOWN OF THREE HILLS
THUNDER LAKE		3800'	125'	A.F.S.
UNION REDEARTH #1		3600'	500'	UNION OIL CO. (A.F.S.)
UTIKUMA		3200'	150'	ATLANTIC RICHFIELD SLAVE LAKE (A.F.S.)
WABAMUN		2500'	100'	ALBERTA COAL LTD.
WABASCA	L	3800'	100'	A.F.S.
WAINWRIGHT	L	2500'	75'	TOWN OF WAINWRIGHT
WHIRLPOOL		4300'	120'	
WINDFALL		3000'	300'	AMOCO CANADA LTD. FOX CREEK

ALBERTA AIR FACILITIESRevised Sept 7/73

A.F.S. - ALTA. FOREST SERVICE
C.A.F. - CANADIAN ARMED FORCES

III. TURF SURFACE RUNWAYS

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
ACME		2600'	50'	E. BALDERSON
ADEN		1800'	150'	MILK RIVER CATTLE C
				J. ROSS
AGNES LAKE		3000'		A.F.S.
AIRDRIE		2800'	100'	F. CLAYTON
ALGAR TOWER		2400'		A.F.S.
ALLIANCE		2700'	75'	PEACOCK & McPHERSON
ALLIANCE		2000'	100'	R. McLEOD
ALTARIO		2600'	30'	GALLOWAY & YOUNG
ALTARIO		1500'		R. STRANKMAN
AMBER TOWER		2500'		A.F.S.
ANDREW		2600'	150'	TOWN OF ANDREW
ANZAC		4000'	300'	AMOCO CANADA LTD.
				FT. McMURRAY
ARROWWOOD		2600'	80'	I. OBERHOLTZER
ASSUMPTION		3400'	200'	ASSUMPTION SCHOOL
ATHABASCA	L	2200'	200'	TOWN OF ATHABASCA
BALZAC		2600'	200'	L. SIEBERT
BANFF	L	3100'	200'	DEPT. OF INDIAN AFF.
BARRHEAD	L	2100'	75'	TOWN OF BARRHEAD
BASHAW		2000'	65'	L. BERRY
BASNET		2700'		A.F.S.
BAWLF		2700'	50'	W. BLACKWELL
BAYTREE		1800'	50'	W. TCHORYK
BEAR CANYON		2800'	100'	S. CARLSTAD
BENALTO		2500'	100'	A. WOEHLE
BENTLEY		2600'	100'	M. MOORE
BERLAND TOWER		2700'	200'	A.F.S.
BERWYN		2500'	100'	G. ALLAN
BEYNON		2500'	100'	SKYTT BROS.
BIG VALLEY		1500'	50'	J. PETRUSSA
BIRCH MOUNTAIN		2700'	200'	A.F.S.
BISON		2700'		A.F.S.
BITUMOUNT		4400'	110'	A.F.S.
BLACK DIAMOND		2200'	150'	K. THOMPSON

111. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
BLACKIE		2700'	60'	K. ROZANDER
BOTHA		1600'	60'	STARLING BROS.
BOW ISLAND		2500'	75'	GAVOSDIK'S FARM
BOW ISLAND		1500'	50'	W. WUTZKE
BRANT		2300'	160'	J. BALL
BRANT		3000'	60'	K. CHRISTOFFERSON
BRANT		3800'	75'	J. DIXON
BREMNER		2300'	95'	L. BODELL
BRETON		3200'	125'	DR. HAMWAY
BUCK CREEK (GREAT PLAINS)		3500'	100'	GREAT PLAINS DEVELOPMENT, DRAYTON VALL
BURDETT		2500'	35'	J. VOS
BURDETT		2000'	50'	B. NEIL
CABIN CREEK		4000'		A. F. S.
CADOGAN		2300'	60'	R. RASMUSSEN
CADOTTE LAKE		3000'		A. F. S.
CALGARY		5000'	50'	R. JACKSON
CALGARY		1800'	60'	M. SUMMERS
CALLING LAKE		2100'	250'	A. F. S.
CAMROSE		2300'	40'	M. GRAHAM
CAMROSE		2600'	70'	H. YOUNG
CAMROSE		2000'	60'	S. BAILEY
CANADIAN FINA (CLAVSENS LANDING)		2600'	150'	A. F. S.
CANADIAN SVP. SABBATH CREEK		3200'	50'	CANADIAN SUPERIOR OIL CO.
CARBON		2500'	50'	A. LARSON
CARMANGAY		2000'	50'	TOWN of CARMANGAY
CARSELAND		3000'	50'	N. BARLOW
CASTOR		2600'	100'	COLLIER ENTERPRISE
CASTOR		3400'	200'	COLLIER ENTERPRISE
CASTOR		2500'	75'	A. VIGEN
CAVENDISH		2000'	50'	ALBERTA GAS TRUNK LINE BINDLOSS
C.D.R. UNION RAINBOW #1		4700'	300'	CENTRAL DEL RIO OILS LTD.
C.D.R. UNION RAINBOW #2		2200'	200'	CENTRAL DEL RIO OILS LTD.

111. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
CESSFORD		2000'	50'	ALBERTA GAS TRUNK LINE BROOKS
CHAMPION		2700'	75'	K. BJORNSON
CHAMPION		2700'	100'	R. LONG
CHARD		4500'	150'	ATLANTIC RICHFIELD FT. MCMURRAY
CHEADLE		5000'	200'	G. BARBER
CHEADLE		2600'	60'	R. DRAKE
CHEVRON STD. (PEACE RIVER FOREST)		2600'	100'	A. F. S.
CHEVRON STD. (BUFFALO)		3000'	150'	CHEVRON STANDARD
CHIGWELL		2600'	80'	C. LAW
CHINCHAGA		2200'	150'	A. F. S.
CHIPEWYAN LAKE		2700'		A. F. S.
CHRISTINA BASIN		2400'		A. F. S.
CLARESHOLM		5000'	60'	O. MARKLE
CLARESHOLM		2600'	50'	E. MARKLE
CLARESHOLM		2600'	80'	LAING FARMS LTD.
CLARESHOLM		2600'	100'	H. MAURUSHAT
CLEARWATER		3000'	100'	A. F. S.
CLYDE		2200'	80'	W. SIEGLE
COLEMAN		2100'	100'	ALBERTA GAS TRUNK LINE
COLUMBIAN BERLAND		2500'	150'	COLUMBIAN NORTHLA EXPLORATION LTD.
CONKLIN		2200'	200'	A. F. S.
CONSORT		2500'	75'	P. KELTZ
CONSORT		3500'	100'	R. WADE
CONSORT		1500'	100'	DEAGLE BROS.
COOKING LAKE	L	2500'	150'	ALTA. DEPT. OF HIGH WAYS
COTE CREEK		2900'	150'	A. F. S.
COUTTS		2000'	60'	L. MELLA FONT
COWLEY		6800'		A. F. S.
COWPAR		2500'		A. F. S.
CRAIGMYLE		1800'	25'	G. ALLEN

ALBERTA AIR FACILITIESRevised Sept 7/73

A.F.S. - ALBERTA FORESTRY SERVICES

M.O.T. - MINISTRY OF TRANSPORT

V. HELIPORTS, COPTER LANDINGS

<u>NAME</u>	<u>LICENSED</u>	<u>OWNER/OPERATOR</u>
ALDER FLATS		A.F.S.
BLAIRMORE		A.F.S.
CALGARY	L	FOOTHILLS HOSPITAL
CALGARY	L	CITY OF CALGARY (A.F.S.)
EDMONTON	L	MISERICORDIA HOSPITAL
FORT ASSINIBOINE		A.F.S.
FORT McMURRAY		A.F.S.
FORT VERMILION		A.F.S.
GRANDE PRAIRIE		M.O.T. (A.F.S.)
HINES CREEK		A.F.S.
HINTON	L	ALPINE HELICOPTERS LTD CALGARY
LIVOCK TOWER		A.F.S.
MANNING		A.F.S.
MIKKWA		A.F.S.
MUSKWA TOWER		A.F.S.
PEACE RIVER		M.O.T. (A.F.S.)
ROCKY MT. HOUSE		A.F.S.
SAND RIVER TRAIL		A.F.S.
SWAN HILLS		A.F.S.
SWAN STATION		A.F.S.
UPPER SASK.		A.F.S.
WEST ZAMA		A.F.S.
WORSLEY		A.F.S.

III. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
CZAR		2000'	65'	ROWORTH & CAMERON
DALEMEAD		2600'	100'	B. CLEVELAND
DAYS LAND		2500'	100'	E. EIVINSEN
DEADWOOD		2600'	60'	A. REINDER
DELIA		2500'	120'	V. MORRISON
DESMARAIS		2000'	150'	B. TARON
DEVILLE		2000'	115'	G. GOLDEN
DEWBERRY		2500'	100'	M. NAWROT
DIDSBURY		2600'	110'	MCDONALD & MUNRO
DOIG		3000'	150'	A. F. S.
DRAYTON VALLEY		2600'	125'	M. SCHULTZ
DRUMHELLER		2500'	100'	F. OLSON
DRUMHELLER		2000'	60'	P. JOHNSTON
DUCHESS		2500'	50'	J. ENDERSBY
DUNMORE		2000'	150'	E. NIEMAN
EAGLES NEST		3000'	150'	A. F. S.
EDBERG		1700'	100'	N. BERGLUND
EDBERG		1700'	50'	L. OLSTAD
EDGERTON		1800'	50'	R. PAWSEY
EDGERTON		2000'		D. REDMOND
EDGERTON		2300'	100'	M. BELIK
EDMONTON		2100'	70'	W. NICHOLS
EDMONTON		2800'	50'	J. HAROLD R. R. 8
EDMONTON		2500'	200'	J. PLUMLEY
EDMONTON		2100'	60'	J. McMILLAN
EDRA		3300'	140'	A. F. S.
ELK RIVER		3000'		A. F. S.
ELKWATER		2000'	150'	M. WALBURGER
EMPRESS	L	3400'	100'	VILLAGE, CHAMBER OF COMMERCE
ENTRANCE		3500'	150'	A. F. S.
ERSKINE		2600'	100'	E. BERGMAN
EVARTS		2600'	100'	B. STANIFORTH
FABYAN		1800'	100'	H. L. JOHNSON
FAIRVIEW		1500'	150'	D. McCULLOCH
FALHER	L	3000'	150'	TOWN OF FALHER

III. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
FOGGY		2300'		A. F. S.
FONTAS		2700'	150'	A. F. S.
FOREMOST		2600'	40'	F. KALICUM
FOREMOST		3000'	50'	K. KULTGEN
FOREMOST		3000'	50'	J. ULLY
FOREMOST		2600'	75'	D. KURTZWEG
FORT McLEOD		3000'	100'	V. M. McNAB
FORT McLEOD		2700'	100'	R. J. McNAB
FORT McLEOD		2500'	50'	J. DONOHUE
FORT MACLEOD	L	2200'	100'	J. ALCOCK FARMS
FORT VERMILION		4000'	150'	PRAIRIE POINT SEED FARM (WRIGHT & GATTEY)
FOX LAKE		3000'	150'	A. F. S.
FOXTROT TANGO		2500'		A. F. S.
GALAHAD		2600'	60'	W. JOHNSON
GALAXY	L	4200'	200'	K. GAILEY, BRETON
GARDEN RIVER		5000'	100'	BESON'S SAWMILL HIGH LEVEL (A. F. S.)
GHOST		3000'	150'	A. F. S.
GIFT LAKE		3500'		A. F. S.
GLEICHEN		1700'	40'	A. HOFF
GLEICHEN		2400'	125'	W. BOLINGER
GOLD CREEK ATLANTIC		4000'	150'	ATLANTIC RICHFIELD GRANDE PRAIRIE
GOOSEBERRY LAKE		2500'	100'	F. GATTEY CONSORT
GOOSE RIVER		2800'	150'	A. F. S.
GORDON LAKE		2200'	150'	A. F. S.
GRAHAM LAKE		2500'		A. F. S.
GRAND CENTRE		2600'	75'	J. DRAKE
GRANDE		2400'		A. F. S.
GRANDE CACHE		3600'	200'	A. F. S.
GRANDE PRAIRIE		2600'	80'	L. B. JOHNSON
GRIMSHAW	L	4600'	75'	TOWN OF GRIMSHAW
GRIST LAKE		3000'	100'	A. F. S.
GULF SHELL BROWN RIVER		5500'	220'	GULF OIL CO.
GULF VIRGO		3000'	300'	GULF OIL CO. ZAMA CITY

III. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
GULL LAKE		2300'	75'	G. WIDDICOMBE
HAIRY HILL		1800'		M. HOLYNSKI
HALKIRK		3800'	110'	ALBERTA COAL LTD.
HARDISTY		1800'	60'	L. GOLKA
HARDISTY		2500'	200'	INTERPROVINCIAL PIPELINE CO.
HARDISTY		2300'	80'	F. LUKENS
HELINA (LAC LA BICHE)		1800'	60'	S. ONCIUL
HESPERO		3000'	125'	SKOCDOPOLE CONST. ECKVILLE
HIGH LEVEL		2400'	100'	E. LANTI
HIGH LEVEL		3300'	150'	THOMPSON & KRAUSE
HIGH PRAIRIE	L	2500'	150'	TOWN OF HIGH PRAIRIE (A.F.S.)
HIGH PRAIRIE		1800'	50'	C.A. JOHNSON
HIGH RIVER		1700'	100'	C. PECKHAM
HIGH RIVER		2100'	80'	A. JONES
HIGH RIVER		2000'	70'	A. SCHERGER
HIGH RIVER		1600'	55'	J. GROENEVELD
HILDA		2000'	30'	H. MITCHELL
HINTON		3450'	125'	A.F.S.
HINTON		2500'	200'	ATHABASCA RANCH (DAVISON'S)
HOLLOW LAKE		2300	100'	O. LAUKKANEN
HOUSE MOUNTAIN		2500'	60'	SHELL CANADA LTD. SWAN HILLS
HUDSON BAY BEATTY		4200'	100'	HUDSON BAY OIL & GAS (A.F.S.) THURSTON LTD.
HUGHENDEN		2100'	70'	R. BEEBE
HUGHENDEN		2000'	70'	R. GILBERTSON
HUGHENDEN		1800'	75'	R.E. PEARSON
HUSSAR		2400'		R. BEAUDIN
HYTHE		2600'	100'	R. PEARSON
INNISFAIL		2500'	100'	D. CARROLL
IMPERIAL COMET		4700'	125'	IMPERIAL OIL CO.

111. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER / OPERATOR</u>
JANVIER		2600'		DEPT. OF INDIAN AFFAIRS (A. F. S.)
JASPER	L	4500'	300'	DEPT. OF INDIAN AFFAIRS
JEAN D'OR		2500'	100'	DEPT. OF INDIAN AFFAIRS (A. F. S) HIGH LEVEL
JEAN LAKE		2400'	150'	A. F. S.
JOHNSON TOWER		2500'	150'	A. F. S.
JUMPING POUND		3200'	150'	A. F. S.
KAKWA		2700'	150'	A. F. S.
KEANE		2600'		A. F. S.
KEG RIVER		2700'	200'	A. F. S.
KEG TOWER		2300'	150'	A. F. S.
KELSEY		1500'	60'	D. McGOWAN
KELSEY		2500'	60'	M. ZIMMERMAN
KILLAM		2400'	66'	E. ENGEL
KINGMAN		2600'	150'	HEIE'S FARMS
KINSELLA		2200'	80'	T. PAGET
KNEEHILL VALLEY		2600'	75'	BARCLAY & HOLT
LA COREY		2400'	200'	A. F. S.
LAC LA BICHE	L	4300'	200'	M. O. T. (A. F. S.)
LAC LA NONNE		1500'	60'	G. DAHLGREN OLDS
LACOMBE		2200'	66'	W. LEE
LA COMBE		2400'	60'	R. DEYELL
LA COMBE		1500'	50'	A. RENNEBERG
LA COMBE		2000'	100'	A. GRAY
LAKE MCGREGOR		2300'	200'	C. PETERSON MILO
LAMBERT CREEK		3000'		A. F. S.
LITTLE BUFFALO LAKE		1500'	200'	H. ENNS
LITTLE CADOTTE		2000'	50'	RAINBOW PIPELINE & MOBIL OIL CO.
LIVINGSTONE		3200'	150'	A. F. S.
LLOYDMINSTER		2400'	80'	HASTING'S BROS.
LODGEPOLE		3000'	150'	A. F. S.
LOST RIVER		2600'	90'	LOST RIVER RANCHES LTD. G. ROSS
LOUGHEED		1800'	90'	K. ARMSTRONG

111. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
MANYBERRIES		2600'	40'	COMMUNITY CLUB
MANYBERRIES		1600'	100'	O RANCHES LTD.
MARWAYNE		2500'	100'	H. BERRY
MAYBERNE		3000'	80'	A.F.S.
McLENNAN		2700'	100'	TOWN OF McLENNAN (A.F.S.)
McNEIL STATION		4800'	75'	PACIFIC PETROLEUM EMPRESS
MEANDER RIVER		2900'	264'	A.F.S.
MEDICINE HAT		3000'	75'	A. PUDWELL
MEDICINE HAT		1600'	70'	A. SCHLENKER
MERIDIAN		2200'		A.F.S.
MILK RIVER		3000'	60'	W. SWANSON
MILK RIVER		3000'	100'	T. GILCHRIST
MILK RIVER		3000'	66'	P. MADGE
MILK RIVER		2000'	100'	L. HUGHSON
MILK RIVER		2200'	60'	PEASE FARMS
MILLET		2100'	180'	W. SHADE
MILO		2500'	200'	C. PETERSON
MIRROR		1500'	60'	G. McLEOD
MOBIL BISTCHO (MEGA ZAMA)		3000'	120'	A.F.S.
MONITOR		2400'	100'	W. RUTLEDGE
MUSKEG RIVER		2400'	200'	A.F.S.
NANTON		1800'	150'	TOWN OF NANTON
NEERLANDIA		2600'	100'	M. NANNINGA
NEW BRIGDEN		1800'	50'	I. NESS
NEW DAYTON		2600'	50'	D. MORRISON
NEW NORWAY		2600'	200'	H. JANS
NEW NORWAY		2300'	100'	R. SANDERS
NIPISI		4000'	200'	SHELL CANADA LTD. SLAVE LAKE
NOBLEFORD		2400'	100'	NOBLE FARMS LTD.
NOJACK		2400'	150'	W. FALLIS (A.F.S.)
NORDEGG RIVER		2700'	100'	ALBERTA GAS TRUNK
NORTH VERMILION		2500'	200'	FT. VERMILION AIR SERVICES
NOTIKEWIN		3000'	150'	A.F.S.
OLDS		2500'	75'	E.V. SKOCDPOLE

III. TURF SURFACE RUNWAYS contd'

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
OLDS	L	2900'	300'	TOWN OF OLDS
OLDS		2400'	75'	KEARNEY BROS.
OLDS		2000'	50'	W. SPREEMAN
ONE FOUR		2600'	63'	RESEARCH SUB STATION
ONOWAY		2000'	100'	P. WADDELL
OTTER LAKES		2500'		A.F.S.
OYEN		1500'	300'	A. BRUMWELL
PANNY		4500'		A.F.S.
PEACE RIVER		2000'	100'	A. TENEVEZ
PELICAN TOWER		950'		A.F.S.
PEORIA		3900'	150'	I. REISWIG
PINCHER CREEK		3000'	150'	A. COOK
PONOKA		2500'	50'	G. PARK
PONOKA		2000'	75'	A. JOHNSON
PONOKA		1600'	100'	E. KRAFT
PORCUPINE		1600'		A.F.S.
PRINCESS		2500'		ALBERTA GAS TRUNK LINE PATRICIA
PURPLE SPRINGS	L	2100'	200'	KINNIBURGH'S SPRAY SERVICES
RAINBOW IMPERIAL #2		5200'	125'	IMPERIAL OIL CO.
RAM FALLS		3200'	150'	A.F.S.
REDCLIFFE	L	2400'	150'	REDCLIFF GREENHOUSE LTD.
RED DEER		2100'	80'	H. LEADER
RED DEER FOREST		3200'	150'	A.F.S.
RESERVE		2500'	100'	B. BAILEY LETHBRIDGE
RICHARDSON		2700'		A.F.S.
ROCK ISLAND LAKE		1000'		A.F.S.
ROCKYFORD		2700'	75'	KATTERHAGEN BROS.
ROCKY MOUNTAIN HOUSE		4900'	200'	A.F.S.
ROCKY MOUNTAIN HOUSE		2000'	100'	J. HARDI
ROLLING HILLS		3000'	150'	A. LESTER
ROSEBUD	L	2200'	100'	G. NICKLASSEN
ROSEBUD		2200'	50'	E. SKIBSTED
ROSEDALE		2400'	60'	A. WILSON
ROUNDHILL		2600'	150'	A.F.S.
RYLEY		2600'	100'	I. JACOBSON
SALTEAUX		2600'		A.F.S.
SHALKA		2000'	50'	F. BIDULOCK

III. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
TILLEY		1500'	80'	T. SICKLE
TROCHU		1700'	66'	G. PEARCE
TROCHU		1700'	50'	A. MEDING
TROUT MOUNTAIN		2800'	184'	A. F. S.
TWIN BUTTE		2600'	40'	J. M. McNAB WATERTON
TWIN RIVER		2600'	60'	J. ALTHEN
VALLEYVIEW		2200'	100'	TOWN OF VALLEYVIEW
VALLEYVIEW		2400'	100'	J. DALEN
VALLEYVIEW FOREST		2400'	150'	A. F. S.
VAUXHALL		4000'	25'	J. SWARTZ
VEGA		2200'	75'	F. DOFKA
VEGREVILLE		2600'	150'	R. ROBERT
VEGREVILLE	L	2400'	75'	CHAMBER OF COMMERCE
VIKING		2000'	75'	NASALAND & GOLKA
VULCAN	L	2200'	150'	VULCAN FLYING CLUB
VULCAN		2600'	60'	M. ATKINS
WADLIN LAKE		3000'		A. F. S.
WAINWRIGHT		2200'	80'	K. TEETER
WAINWRIGHT (CAMP)		5000'	120'	C. A. F.
WALSH		2000'	50'	TOWN OF WALSH
WANDERING RIVER		1900'	264'	A. F. S.
WANHAM		2000'	150'	J. CHRISTENSON
WARDLOW		2500'	50'	B. ROOKE
WARNER		3000'	30'	A. WERK
WASKASOO		2400'	200'	WASKASOO AVIATION RED DEER
WEMBLEY		1700'	200'	J. SEKORA
WESTLOCK	L	2000'	200'	DR. WHISSEL
WETASKIWIN		2500'	75'	R. DOUPE
WETASKIWIN	L	3200'	100'	CITY OF WETASKIWIN
WETASKIWIN		2300'	60'	A. SWITZER
WETASKIWIN		2500'	80'	R. HARRIS
WETASKIWIN		1500'	50'	B. ERTMAN
WHITECOURT	L	2800'	125'	TOWN OF WHITECOURT
WILD HAY		2700'	150'	A. F. S.
WILD LIFE		1700'	100'	L. KEITH, ROCHESTER

111. TURF SURFACE RUNWAYS cont'd

<u>NAME</u>	<u>LICENSED</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>OWNER/OPERATOR</u>
WIMBORNE		1800'	100'	A. SMITH
WINEFRED TOWER		790'		A. F. S.
WINTER BURN	L	1800'	75'	A. BAMBER
WINTER BURN		2500'	100'	M. COLLINS
WOLF LAKE		2500'	100'	A. F. S.
WORSLEY		5000'	100'	R. PEARSON
WORSLEY		3300'	200'	A. F. S.
YATES		3000'	150'	A. F. S.
YOUNGSTOWN		2000'	100'	J. BUTLER
ZAMA CITY		2700'	100'	HIRTZ BROS.

ALBERTA AIR FACILITIESRevised Sept 7/73

A.F.S. - ALBERTA FORESTRY SERVICES

IV. WATER BASES

<u>NAME</u>	<u>LICENSED</u>	<u>OWNER/OPERATOR</u>
ARCHER LAKE		A.F.S.
BASSET LAKE		A.F.S.
BEAVER LAKE		A.F.S.
BISTCHO LAKE		A.F.S.
BURNT LAKE		A.F.S.
CARIBOU LAKE		A.F.S.
COOKING LAKE		ALTA. DEPT. OF HIGHWAYS
CORNWALL LAKE		A.F.S.
DESMARAIS		A.F.S.
ELKWATER LAKE		A.F.S.
EVA LAKE		A.F.S.
FORT CHIPEWYAN	L	A.F.S.
FORT McMURRAY	L	CONTACT AIRWAYS (A.F.S.)
GARSON LAKE		A.F.S.
GRAHAM LAKE		A.F.S.
HORSESHOE LAKE		A.F.S.
LITTLE BUFFALO		A.F.S.
McKNIGHT LAKE		A.F.S.
MITSUE		A.F.S.
NAMUR LAKE		A.F.S.
ROCK LAKE		A.F.S.
UN-NAMED LAKE		A.F.S.
WENTZEL LAKE		A.F.S.
WHITE OWL LAKE		A.F.S.

V. WATER BASES

<u>NAME</u>	<u>LICENSED</u>	<u>OWNER/OPERATOR</u>
ARCHER LAKE		A.F.S.
ASSET LAKE		A.F.S.
BEAVER LAKE		A.F.S.
BISTCHO LAKE		A.F.S.
BURNT LAKE		A.F.S.
CARIBOU LAKE		A.F.S.
COOKING LAKE		ALTA. DEPT. OF NAT.
CORNWALL LAKE		A.F.S.
DESMARIS		A.F.S.
ELK-WATER LAKE		A.F.S.
EVA LAKE		A.F.S.
FORT CHIPWEYAN		A.F.S.
FORT McMURRAY		CONTACT AIRWAYS (A)
GARSON LAKE		A.F.S.
ABRAHAM LAKE		A.F.S.
FORESHOE LAKE		A.F.S.
ATTLE BUFFALO		A.F.S.
KNIGHT LAKE		A.F.S.
NTSUE		A.F.S.
AMUR LAKE		A.F.S.
LOCK LAKE		A.F.S.
UN-NAMED LAKE		A.F.S.
VENTZEL LAKE		A.F.S.
WHITE OWL LAKE		A.F.S.

